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Glass pots All Chemists and Stores

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## DEATH AFTER ARREST.

DRINK CHARGE AGAINST  
TEETOTALLER.

DOCTORS FIND NO ALCOHOL.

An inquest on a man who died after being arrested on a charge of drunkenness, from a stroke which a doctor said might have given him the appearance of being drunk was held by Mr. H. R. Oswald, the West London coroner, at Kensington.

The man, was Mr. William Birkbeck Harris, aged 60, an insurance broker, of The White House, Hayes, near Bromley, Kent, and Mr. Oswald told the jury that the police wanted a public inquiry for fear that any allegations might be made against them. Mr. Harris died in St. Mary Abbott's Hospital, Kensington.

Mr. Harold Lowther Carey, a Colonial broker, of Brecon-place, South Kensington, said that Mr. Harris, his brother-in-law, had been in bad health and had had a stroke some years ago. On doctor's orders he had been a total abstainer for three years.

Visits To The Cell.

He left his office at 5.30 p.m. on a Thursday, and as he did not arrive at Bromley station, where his daughter had gone to meet him with a car, she communicated with the police. Later she was told he was at Nothing Hill Gate police station.

Police evidence was given that Mr. Harris was seen in Baywater-road at 6.30 p.m. being supported by several people. As he appeared to be drunk and his breath smelt strongly of drink he was taken to the police station in an ambulance. When charged with being drunk and incapable he made no reply. He was visited in the cell every half-hour and on each occasion said he was all right.

At midnight he was found to be ill, and the police surgeon ordered his removal to the hospital. Mr. Harris had been in the station for six hours.

Dr. R. Hobbs, medical superintendent, St. Mary Abbott's Hospital, said Mr. Harris when admitted was unconscious and in a condition of collapse. A postmortem examination revealed cerebral hemorrhage.

Death From Stroke.

There was no smell of alcohol either on the man's clothes or in the internal organs. Three doctors, besides himself, could detect nothing. If the man had taken a small quantity of liquor the smell might have evaporated. The cause of death was a stroke.

Mr. Oswald (the coroner): Would it be possible for this to be induced by alcohol?—It is just possible.

Do you think the hemorrhage showing itself about seven o'clock would have the effect of stimulating alcohol?—That is quite possible.

Addressing the jury, Mr. Oswald said death had been proved to be due to an entirely natural cause. As to the police, he thought they had acted in a perfectly straightforward and natural way.

A verdict of Death from Natural Causes was returned.

## FRENCH ROBIN HOOD CAPTURED.

MONTH'S HUNT FOR MAN  
WHO WAS WRONGED.

PARIS, Dec. 26th.  
"Teissier the Tattooed," a modern prototype of Robin Hood, who for nearly a month has been roaming the Forest of Gurey, wriggling out of one trap after another, and making the police the laughing-stock of the countryside, was captured this morning.

He was shaving before a broken mirror in the kitchen of a farm labourer who had given him sanctuary.

The powder which turned outlaw was so surprised to see the police that he let the razor drop to the floor. A struggle ensued, and Teissier was eventually handcuffed and led away to prison.

Maxine Teissier, poacher and dead shot, heard while in prison at Melun that a gamekeeper named Dorrier had run off with his wife. He broke out of prison and started off for vengeance with a cartridge in each barrel of his gun—one for his wife and the other for his rival.

Duel.

Teissier wounded Dorrier in an early morning duel outside the house where the lovers were living, and took to the dense forest. For four weeks he led the life of an outlaw, hunted by hundreds of police. He was watered and fed by the local population, with whom he was able to escape the traps laid for him, and bring down ridicule on his pursuers.

So exasperated did the police become that they would enter villages at the dead of night loaded with revolvers, and carrying electric torches, and make the inhabitants turn out of their beds while they searched for the outlaw. A score of times the police were convinced that they had trapped their quarry, but at the last moment he always slipped through their hands, and more often than not he ran away with his laughter ringing in their ears.

## MURDERER AS HERO.

AMERICAN JURY ACQUITS  
WIFE-KILLER.

INSANE—FOR THE DURATION  
OF THE MURDER.

WASHINGTON.

Lawless America continues to maintain her reputation, and juries and Courts continue to shield the criminal and make a travesty of the law. Last summer George Remus, who farook the Chicago Bar and became the head of a gigantic bootlegging ring, shot and killed in Cincinnati his estranged wife, who was on her way to Court to testify in the suit for divorce she had brought against her husband. It was deliberate and premeditated murder.

Remus dragged a woman from her taxi-cab, then holding her at arm's length while she pleaded for her life, poured four bullets into her body. His only defence was insanity, although he miraculously recovered his sanity a moment after his wife's death.

The accused man conducted his own case and alleged that while he was in prison after his conviction for bootlegging his wife became the mistress of the Prohibition agent whose testimony led to his conviction. The two, he said, then robbed him of a large amount of money and valuable securities. It was their actions that unhinged his mind and drove him to murder.

The trial lasted eleven weeks and, as usual in an American murder trial, much irrelevant matter was introduced. Two sentimental women on the jury wept as they heard Remus recite his wrongs, and after deliberating only nineteen minutes, acquitted him on the ground of insanity, although alienists had sworn the man was perfectly sane at the time of the murder.

An Ovation.

Remus was the hero of the hour, Jurors and spectators joined in giving him a great ovation. One of the male jurors told him he had said in the jury room "Let's go out and give him his Christmas present. Let's make him happy this Christmas." One of the women jurors added "We were with you from the start." Remus took his vindication modestly. "I wanted American justice and got it," he said to the throng about him. Then turning to the jurors, Remus graciously added, "I thank you folks."

Charles F. Taft, son of Chief Justice Taft of the United States Supreme Court, prosecuted Remus. Taft characterised the verdict as a gross miscarriage of justice. The Chief Justice, who more than twenty years ago denounced the American criminal law as a disgrace to civilisation, must be more than ever convinced of the correctness of his judgment.

## DUKE'S NEPHEW TO WED ACTRESS.

FIGURE IN A FAMOUS  
"LOVE DRAMA."

LONDON, Dec. 27th.

A secret romance between Mr. Laurence Greley, nephew of the eighth Duke of Marlborough, and son of Sir Robert Greley, whose forefathers came over with the Conqueror, and Miss Margery Lancaster, a former chorus girl at Daly's Theatre, was revealed yesterday.

Mr. Greley was a pioneer among pre-war aviators. Miss Lancaster has been on the stage four years. She understudied Miss Phyllis Dare in "The Street Singer" on tour, and will play the lead in "The Blue Train" when the show starts in Grimsby on Monday next.

"It is quite true that we are going to be married," said Mr. Greley to a press representative. "My fiancée and I met at a party two or three years ago, and we are now engaged."

Mr. Greley was one of the chief figures in a remarkable love drama which thrilled London nearly seven years ago. He was engaged to marry Miss Nancy Kidston, daughter of the late Captain Glen Kidston and a noted beauty. Miss Kidston's mother did not approve of the match, however, as her consent to it was not obtained before the announcement.

A caveat was accordingly entered to prevent the young couple obtaining a special licence, and the engagement was eventually broken off.

In "The Merry Widow," Miss Margery Lancaster is twenty three years old. She obtained her first work on the stage at Daly's Theatre when she was nineteen years old, and has been steadily working her way forward since that time.

She played a small part in "The Merry Widow" and has now received a leading part to play on tour. Mr. Greley served in the R.N.A.S. and the Household Cavalry in the war. He is connected with the rubber industry, and is thirty-one years of age. His father, Sir Robert Greley, married Lady Frances Louisa Spencer-Claydon, daughter of the eighth Duke of Marlborough.

## GERMANY IN 1928.

THE SHADOW OF  
REPARATIONS.

PRUSSIA AND THE REICH.

BERLIN, Dec. 25th.

Germans, occupied just now in drawing up the balance for 1927, are fairly unanimous in the opinion that marked progress has been made during the year. But the problems which have to be faced in 1928 cast heavy shadows before them. It will be the first normal year of the Dawes scheme, and Germany will be required to pay 125 millions sterling in reparations to the Allies.

Mr. Parker Gilbert's warning to Germany in regard to foreign borrowing will, it may be presumed, prove a handicap to the industrial development necessary for producing part of this sum, and the difficulty of transferring so enormous an amount of German marks into foreign currencies is without a precedent in economic history. These two factors are so vital that they must be considered the basis for the belief of most responsible Germans—strengthened by M. Poincaré's sudden opening of the question at the end of the old year—that another voice will be heard from America before many months, or even weeks, have passed.

A discussion between America, as creditor, and France and Britain, as debtors, is expected long before September. If Britain, as has been definitely stated more than once in responsible quarters, is satisfied with her own position, and ready to return from Germany what she herself owes many of what she herself owes Germany, and France with a fixed indemnity equal to her American debt, the reparations problem is still an inter-Ally one, and the question of the immediate production of the "required sum" is still one dependent upon what America herself claims from France.

The Political Situation.

Beside this tremendous problem Germany's political perplexities appear trifling. They are, none the less, far more interesting to outsiders than they have been for some time, for elections are due either in the spring or early summer. The battle has already begun. The Nationalists are accused of delaying the elections in order to keep in office as long as possible, but it is an open secret that Germany expects the French elections to bring victory to the Left, and it would like her own to take place immediately after them. Successful co-operation and a free hand would make a potent appeal to uncertain voters.

Which way Germany will turn depends to-day almost entirely upon election slogans. If the flag issue is raised, the same element of tradition and sentiment as caused Hindenburg to prevail over Marx in the presidential election must be taken into account.

Before the elections can take place Germany's budget will have to pass the Reichstag, and a decision must be reached on the question of the new confessional schools. The extraordinarily strong feeling prevailing in Germany on the latter question, which, if decided in their favour, would give the Catholics added influence in areas where they are still in a minority, may best be gauged by the passions aroused in England over the revised prayer-book.

German Unification.

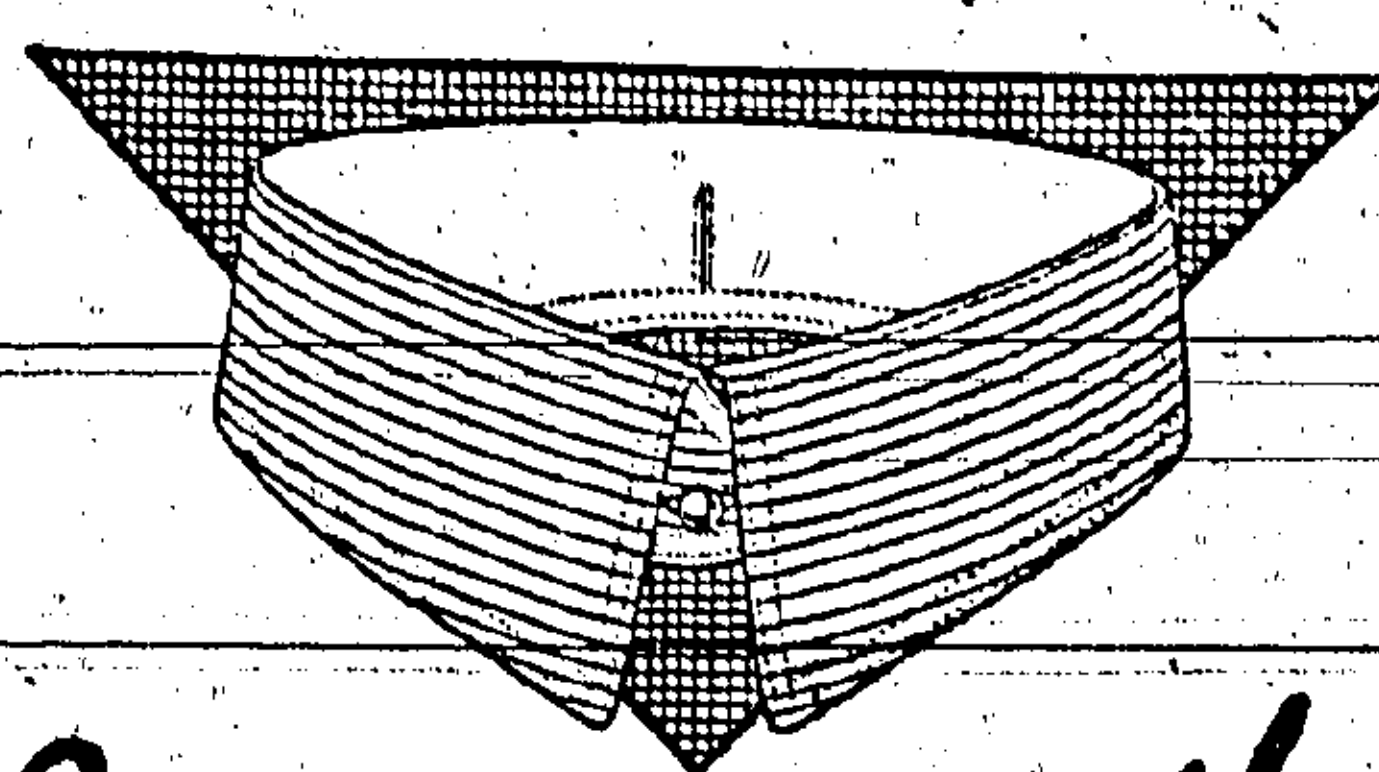
The unification of Germany, once declared impossible, is no longer regarded as a Utopian scheme since the issue of Mr. Parker Gilbert's memorandum, which pointed to the waste of money in separate administrations and declared the necessity of economy. A conference of the Premiers of Germany's eighteen federal States will be held in early January, and it is expected that some definite plan will be formulated. No less an authority than Dr. Noth, Prussia's representative in the Reich's Committee—the chief consultative body of the German constitution—has lately declared that the psychological moment for Prussia to sink her administrative identity into that of the Reich appears to have arrived.

This implies, of course, that the other States should do likewise. The difficulties in regard to Bavaria appear in the eyes of this authority to be outweighed by the prospect of Austria considering a more speedy "Anschluss" than would otherwise be the case. The prospect of a historically-hated Prussia disappearing, as an entity, from the economic, if not the political, map will do much to convince Germany's internal enemies that co-operation at home is the only means of paying the reparations debt and securing peace abroad.

Berlin's Housing Problem.

There are other matters, less important in themselves, but just as vital to the well-being of the nation. At the end of 1927 there is still a shortage of 600,000 houses in Berlin. Practically no progress at all was made during the past year. New tenement houses cannot be built until the rents of the old ones, still controlled, have been raised in proportion to those required for new buildings to cover increased costs of production since the war. This cannot be done without raising wages and salaries again.

(Continued at foot of next column.)



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establishments  
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11/2a White ground, Black Stripe 1" apart.  
11/4 White ground, Blue Stripe 1" apart.  
11/5 Blue Bengal Stripe.  
11/6 Self colour-Blue.  
11/7 Self colour-Champagne.  
(All the above in 1/2 sizes only)

THE VAN HEUSEN INTERNATIONAL CO.  
Kinnaird House, Pall Mall East, London, S.W.1.

## WOMAN WHO VANISHED.

"MAGICAL" X-RAY EFFECTS.

A woman was "X-rayed" and also made to disappear entirely by means of an ingenious new colour and lighting system demonstrated in the tiny Holophane Theatre, Elverton-street, London.

She stood on the stage a few feet from the audience fully clothed. When the lighting scheme was manipulated she appeared as a statue. Another manipulation, and she had gone altogether.

Other ingenious tricks with magical effect shown by Mr. R. Gillespie Williams included:—

Turning a white jazz band into black men.

Producing a shadow dance in three colours effect.

Changing his stage curtain by lighting only.

Altering the wallpaper of a room.

The negro effect on the jazz band was also altered to a Red Indian effect simply by changing the light.

No spot lights were used.

No fewer than 300 different changes would be made on the curtain with really wonderful effects.

At times no one could be certain that it was the same system of lighting, as it is called involves the use of the three primary colours—red, blue and green—from which almost every other colour can be obtained.

Stage scenery can be entirely changed and ornate panels changed into open windows merely by using the electric switch.

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Receiv. Jan. 30th.

|                  |           |
|------------------|-----------|
| Paris            | 124       |
| Brussels         | 34.97     |
| Amsterdam        | 12.085    |
| Berlin           | 20.45     |
| Copenhagen       | 18.20     |
| Vienna           | 34.575    |
| Helsingfors      | 193       |
| Lisbon           | 2.11/32   |
| Bucharest        | 790       |
| Buenos Aires     | 475       |
| New York         | 4.874     |
| Geneva           | 25.52     |
| Milan            | 92.08     |
| Stockholm        | 18.18     |
| Oslo             | 18.225    |
| Prague           | 184       |
| Madrid           | 28.575    |
| Athens           | 387       |
| Rio              | 5.26/32   |
| Bombay           | 1/8.1/10  |
| Yokohama         | 1/11.1/10 |
| Shanghai         | 2/7       |
| Hong Kong        | 2/04      |
| Silver (spot)    | 204       |
| Silver (forward) | 204       |

THE NEW FRANCHISE SYSTEM.

THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

See 1 for details of the system. See 2 for details of the system. See 3 for details of the system.

Germany's birth-rate is falling in proportion to the shortage, as young people cannot face the prospect of raising a family in furnished rooms. It is in quarters like this that those who have grown up since the war are made to understand the burdens and responsibilities the last generation incurred.

## HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 31st, 1928.

|                                                         |                           |
|---------------------------------------------------------|---------------------------|
| B.K. Bank                                               | .....\$1,500 buy.         |
| Do. London                                              | .....\$1,274 nom.         |
| Chartered Bank                                          | .....\$271 buy.           |
| Morant's Bank A.B.                                      | .....\$234 nom.           |
| Do.                                                     | .....\$214 nom.           |
| P. & O. Bank                                            | .....\$210 nom.           |
| East Asia Bank                                          | .....\$774 buy.           |
| Union Insurance                                         | .....\$500 buy.           |
| Union Insurance                                         | .....\$800 buy, 301 ss.   |
| North China Ins.                                        | .....\$143 nom.           |
| Yongtze Insurance                                       | .....\$1,444 buy.         |
| China Underwriters                                      | .....\$240 nom.           |
| China Fire Insurance                                    | .....\$210 nom.           |
| Hong Kong Fire Ins.                                     | .....\$200 nom.           |
| Douglases                                               | .....\$404 ss.            |
| Shanghai Ins.                                           | .....\$28 buy, 26/36 ss.  |
| H.K. Tings                                              | .....\$24 buy, 240 ss.    |
| Loan Chinese (Ref.)                                     | .....\$36 buy.            |
| Do. (Loan)                                              | .....\$40 buy.            |
| Small Transports                                        | .....\$67 nom.            |
| Waterworks                                              | .....\$184 buy, 6 ss.     |
| Benguet                                                 | .....\$324 nom.           |
| Kailash Mining Co.                                      | .....\$2/3 nom.           |
| Kailash (combined)                                      | .....\$184 buy.           |
| Lo. (single)                                            | .....\$10 buy.            |
| Shai Exports                                            | .....\$255 buy.           |
| Shanghai Loans                                          | .....\$8.10 buy.          |
| Bank                                                    | .....\$24 buy.            |
| Tonghai Mine                                            | .....\$11/4 buy.          |
| H.K. & W. Bank                                          | .....\$24 buy.            |
| H.K. & W. Bank                                          | .....\$24 buy.            |
| China Exports                                           | .....\$24 buy, 6 ss.      |
| Hongkong                                                | .....\$184 buy.           |
| New Kingkong                                            | .....\$184 buy.           |
| Shanghai Loans                                          | .....\$184 buy.           |
| Euro Cottons                                            | .....\$780 buy.           |
| Shanghai Cotton (old)                                   | .....\$47 buy.            |
| Do.                                                     | .....\$24 buy.            |
| H.K. & S. Hotels                                        | .....\$24 buy, 6 ss.      |
| H.K. Lands                                              | .....\$184 buy.           |
| Shanghai Lands                                          | .....\$184 buy.           |
| Humphreys Estates                                       | .....\$15.10 buy.         |
| Hong Kong Realities                                     | .....\$24 buy.            |
| H.K. Terminals                                          | .....\$24 buy.            |
| H.K. Terminals                                          | .....\$24 buy.            |
| H.K. Terminals                                          | .....\$24 buy.            |
| Peak Tram (old)                                         | .....\$14 nom.            |
| Do. (new)                                               | .....\$7 nom.             |
| Star Ferry                                              | .....\$24 buy.            |
| China Light (comb.)                                     | .....\$15 buy.            |
| Do. (old)                                               | .....\$104 buy.           |
| Do. (new)                                               | .....\$74 buy.            |
| H.K. Electric                                           | .....\$754 buy, 70/77 ss. |
| Macao Electric                                          | .....\$454 buy, 41/60 ss. |
| Telephone                                               | .....\$184 buy, 6 ss.     |
| China Bus                                               | .....\$184 buy, 6 ss.     |
| Singapore Tractors                                      | .....\$11/3 nom.          |
| China Cough                                             | .....\$24 sel.            |
| Malayan Sugars                                          | .....\$274 sel.           |
| Union Loan                                              | .....\$24 buy.            |
| Union Loan (comb. ned)                                  | .....\$11.55 buy.         |
| Do. (old)                                               | .....\$10 nom.            |
| Do. (new)                                               | .....\$24 buy.            |
| H.K. Bopes (old)                                        | .....\$24 buy.            |
| Do. (new)                                               | .....\$454 buy, 8.30 ss.  |
| United Asbestos                                         | .....\$10 sel.            |
| Dairy Farms                                             | .....\$184 buy.           |
| Watsons                                                 | .....\$12.10 buy.         |
| Der A Wings                                             | .....\$6 sel.             |
| Loan Crawford                                           | .....\$24 sel.            |
| Mackintosh                                              | .....\$24 sel.            |
| Sincere                                                 | .....\$24 sel.            |
| Wm. Powell                                              | .....\$24 sel.            |
| H.K. Amusement                                          | .....\$24 sel.            |
| H.K. Constructions                                      | .....\$14 nom.            |
| H.K. Indus. G. Bonds                                    | .....\$50% buy.           |
| H.K. Govt. Loans                                        | .....\$50% buy.           |
| buy—buyers; sel.—sellers; ss.—speculation; nom.—nominal |                           |

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Is supplied to the Ward-rooms and Messes of the Navy, Army and Air Force throughout the world, and can now be obtained at the leading Clubs and Hotels in Hong Kong.

Buy a Bottle for the House.

Obtainable from the leading Stores or the  
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**T. E. GRIFFITH, LTD.**

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[A.P. 15]



## RIGAUD PARIS "MAKY GARDEN"

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and all Drugs and Chemist Stores

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Horlick's keeps for years in all climates the aroma and flavour are always grateful to infants, invalids or aged. It never becomes rancid like many ordinary milk powders owing to the conserving effect of the maltose-dextrins and the sealed glass bottle



Horlick's is particularly grateful to the Chinese sense of taste and smell. To the ancients the odour of malt was so acceptable that the above character for aroma or sweet taste was actually a pictogram of malted grain with the Water & Sweetness shown

Representative—Mr. H. HODGES, P.O. Box 3711, Shanghai.

and  
Flavour  
味

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## QUEEN'S

DOUGLAS  
FAIRBANKS

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**THE  
GAUCHO**

COMING NEXT WEEK.

## GUILD SYSTEM UP TO DATE.

REVISING BRITAIN'S  
APPRENTICESHIP  
SYSTEM.

TO INCREASE STANDARD OF  
WORKMANSHIP.

There is an interesting development in the British building industry of a reversion back to the old guild system that worked so well in the Middle Ages. One unfortunate result of the industrial revolution has been a steady deterioration of the apprenticeship system, and in some cases a falling away of the standards of craftsman'ship. The inefficiency of the British plumber, who mends one tap and creates two leaks, is proverbial.

Several attempts since the war have been made to improve the position of apprentices. A Building Trades Parliament was set up, but failed to survive. The Councils for various trades had apprenticeship under consideration, and some subsequently dissolved without much having been accomplished. But the stimulus given remains. One of the valuable contributions made by Mr. John Wheatley, when he was Socialist Minister of Health, which has not received sufficient recognition, was his action in bringing together representatives of the building trades industry, both employers and operatives, to co-operate in securing recruits. His scheme may not be working well in all parts of the country, but it is having results. The number of apprentices enrolled has increased from 3,904 on January 1st last year to 20,232 on last New Year's Day.

Joint Educational Council.

Much more care is being given to the education of these apprentices. The plastering industry, for example, have set up a joint council of employers and employed to draw up a comprehensive scheme of training and education. Only a few weeks ago the Plasterers' Council paid for the maintenance of London of teachers in plastering, who attended the first national conference on the subject ever held in this country, and the Company of Plasterers took a personal interest in the innovation.

Their enlightened action was followed by the National Council for the plumbing industry, who, together with representatives of the Worshipful Company of Plumbers, entertained last week a number of apprentices in London and took a personal interest in their welfare and career. Just as under the old guild system apprentices were given personal attention, so under this new system practical steps are being taken so that the plumbers, plasterers, carpenters, and other craftsmen may teach the job thoroughly. The ideal, of course, is that any lad with brains and grit may work his way up from being an apprentice to becoming a freeman of the company of his craft.

## MORE WINE THAN EVER DRUNK.

DEMAND FOR HOCK AND  
CHAMPAGNE.

BRANDY POPULAR.

If the consumption of wine is a measure of prosperity, then the country is doing well, says a Home paper.

Inquiries made by a Daily Express representative showed that more wine is being drunk now than ever before, and that champagne particularly holds its head high in popular favour.

"There is a great and increasing demand for good wine," said the manager of a West London hotel. "Apart from champagne, which maintains premier place, the tendency is for more still wines to be drunk, especially burgundy and hock. Burgundy is a great favourite, and the vintage mostly in demand are 1919 and 1920. Claret is fairly popular, and the 1917 vintage is regarded as the best.

Liqueurs.

"With regard to liqueurs, brandy—white must be, at least, forty years old—is easily first in public estimation. Chartreuse used to be favourite, but old brandy is displacing it.

"I think there are more judges of good wines now than, say, ten years ago. That is because people go to the Continent more than they did, and learn all about the best wines, and are thus capable of using their own discretion when ordering in an English restaurant.

There is a falling off in the consumption of whisky, in some quarters, but owing to the increase in the number of afternoon cocktail parties in private houses it is questionable whether the total quantity of spirits consumed has been lessened.

"The best recipes for cocktails still come from America, in spite of the Prohibition Laws."

## COST OF LIVING AT HOME.

SOVEREIGN NOW WORTH  
12/4.

HOW PRICES HAVE SOARED  
SINCE PRE-WAR DAYS.

14s. 11d. FOR 8s.

Exactly how much it costs to live in England at the present time compared, first, with the earlier period before the war, and second, with the years of high prices following the armistice, is shown in the year book of the great co-operative societies. It gives most interesting information concerning the position of working-class and business people in relation to the purchasing power of money which is earned.

All the weekly budget calculations are made in terms of food. Thus the food bill for an average family in which the father is wage earner shows the following upward and downward scale during a period of years:—

|              | Weekly cost of food for a family. | Large towns. Small towns. |
|--------------|-----------------------------------|---------------------------|
|              | s. d.                             | s. d.                     |
| 1904         | 22 6                              | 22 6                      |
| 1914         | 23 0                              | 25 0                      |
| 1916 October | 42 9                              | 41 6                      |
| 1918 October | 38 6                              | 33 0                      |
| 1919 October | 36 9                              | 34 0                      |
| 1921 January | 70 3                              | 69 9                      |
| 1924 June    | 40 9                              | 40 3                      |
| 1927 January | 42 3                              | 41 6                      |
| 1927 October | 40 6                              | 39 9                      |

## THE FANTASTIC LONDON THAT MUST COME.

[By LT.-COL. J. T. C. MOORE-BRABAZON, M.P.,  
Parliamentary Secretary to the Ministry of Transport, 1924-26.]

London is confronted with the momentous problem of providing for the traffic congestion of the future; and it cannot indefinitely be postponed. In 1927 there were, on the average, 300,000 vehicles within the London area. This year there will probably be upwards of a million. If vehicles continue to increase at the present rate, this latter figure will be doubled in the next 10 or 20 years.

In Great Britain we have roughly one motor vehicle for every 29 persons. America has one for every 3 persons, and still the motor boom continues unchecked. In America there are 40 motors per mile of road (not reckoning gut tracks). In Great Britain there are only 11 per mile. In the very near future our own traffic will show a proportionate increase. How are we to deal with it?

Imagine the day when there are 2,000,000 vehicles normally in the London area. If it entered London to-day such a mass of transport would form an almost solid block in our busier streets. London's population has increased by about 25 per cent. in the last 25 years. By the time we are imagining it will have increased by, say, another 2,000,000. Hundreds of thousands more people will be thronging the pavements and crossing the roads on foot.

The congestion, particularly at rush hours, will be beyond anything ever witnessed. The feeble palliatives to which we are resorting to-day—rounding street corners, widening bottle-necks, diverting traffic—will be as futile as attempts to block the Mississippi floods with a garden trowel.

But what are we to do? Where is this vast mass of vehicles to go?

We can rule out the Utopian remedy (suggested in some quarters) of driving new roads through the heart of London to form a convenient network. Even widening London's principal streets would drain the Road Fund many times over. It is estimated that it would cost £25,000,000 to double the width of Oxford-street from the Mansion House to Marble Arch. To carry out a general scheme of doubling the width of the principal streets of London would cost nearly as much as another European War.

Compared with this figure of £25,000,000, it has been calculated that £12,000,000 would cover the cost of constructing an overhead road at the back of the minor streets north of Oxford-street. And here seems to be a ray of light in the darkness. If the conditions are well-nigh impossible of solution on the ground, why not make use of another dimension?

Overhead roads and tracks are not a new idea. Many of London's suburban railways are raised over long stretches. New York has built high-level tracks for electric cars. High-level roads have been suggested in London as approaches to high-level bridges over the Thames. Yet as far as I know, no suggestion has been made to build overhead roads on a grand scale.

There is one obvious position for high-level roads: above the existing suburban railway lines. Here are sites already cleared and free from the host of difficulties which would have to be overcome in laying roads over the tops of houses. If motor-vehicles could be driven from outside London along broad

tracks laid above the railway lines as far as the termini, where there would be parking places under the control of the railway companies, it would at least ease some of the congestion. The fleets of omnibuses which would be needed to supply London's growing population would find a ready entrance into the metropolis. The squadrons of six-wheel omnibuses which will serve the rush-hour traffic of tomorrow would have convenient highways between Central London and the suburbs.

The obstacles in the way of laying roads over the tops of London's buildings are very great, but perhaps not insurmountable. By law a man owns the space vertically above his property. It would be impossible, as the law stands, to build a road over a man's house without paying him for the privilege. There would also be serious difficulties about noise and the exclusion of light, and from the constructional point of view there would be the problem of finding room for the gigantic supports on which the overhead roads would rest.

High-level roads running at right angles to surface roads would solve most effectively the hideous problem of street intersections. It is hard to see how any method but a difference in road level can solve it. Removing the tramway lines and making crossings will palliate the evils, but so long as we have two large volumes of traffic crossing at the same level we are bound to have congestion, if not chaos.

Overhead roads, then, possibly may come. Our grandchildren may see great concrete tracks towering above the chimney-pots of Oxford-street and Piccadilly. Huge six-wheel omnibuses and electric cars may speed across the horizon. Massive steel towers with electric lifts may rise into the sky. A second and stiffer moving London may rise 100ft. from the ground.

The alternative to going above ground is to tunnel below it. In one case, at any rate, tunnels are inevitable. This is in East London. Means of crossing the Thames are at present so inadequate that a great deal of the traffic to and from the docks and factories is obliged to come west to pass over the river in order to go east. Owing to the size of the boats on the Thames, a bridge below the Pool of London requires 130 feet of headroom above the Trinity high-water mark. To the east of London, therefore, tunnels are the obvious means of crossing.

But when considering a system of underground roads below Central London we are faced once again with the difficulty of expense. It is estimated that the cost of extending the G.N. and City Underground Railway would be more than a million pounds a mile. Wide underground roads would cost at least three times as much.

Many people have a rooted objection to travelling underground, but there is much to be said for going to ground. Roads could be made absolutely straight and traffic control would be simple. There would be no pedestrians crossing and therefore very little danger of accidents. So our children may live to see great underground roads, well-lit and brightly lit, running in dead straight lines from end to end of the Metropolis.

## Variations.

The value of a sovereign, translated into food for a family, has varied in an exceptional way. The value in 1914 stood at 20s., and in the second year of the war had decreased to 13s. 6d. in the large towns. The sovereign from then onward slipped and slipped. Its value at the beginning of 1917 was 10s. 5d., and its subsequent course as under:—

|              | Purchasing power spent on food. | Large towns. Small towns. |
|--------------|---------------------------------|---------------------------|
|              | s. d.                           | s. d.                     |
| 1910 October | 8 9                             | 9 9                       |
| 1920 January | 4 4                             | 8 9                       |
| 1921 January | 7 1                             | 7 3                       |
| 1924 June    | 12 3                            | 12 9                      |
| 1926 January | 11 7                            | 11 9                      |
| 1927 January | 11 10                           | 12 0                      |
| 1927 June    | 12 5                            | 12 7                      |
| 1927 October | 12 4                            | 12 6                      |

An average amount of 8s. 4d. per week was spent on groceries by a working-class family during the year of 1926, according to the records given in the book. The amount was made up of commodities purchased at the following average price per pound:—

|                      |         |
|----------------------|---------|
| Bacon                | 12.83d. |
| Butter and margarine | 12.81d. |
| Cheese               | 10.3d.  |
| Flour                | 2.7d.   |
| Lard                 | 8.14d.  |
| Oatmeal              | 1.83d.  |
| Sugar                | 3.13d.  |
| Tea                  | 26.39d. |

Before the war, in 1911, all these commodities would have cost 6s., and during the highest price period of 1921 their cost was slightly more than 14s. 11d.

What a cost of beauty!—  
RAMON NOVARRO  
BETTY BRONSON  
RAY HAVOC  
CARMEL MYERS  
FRANCIS X. BUSHMAN  
From the novel copyrighted by  
Horn & Co. Ltd. by  
Horn & Co. Ltd.  
Adapted by JUNE MATTHEW  
Screenplay by CURRY WILSON.

# BEN- HUR

from the immortal  
novel by  
Gen. Lew Wallace.  
Directed by  
FRED NIELD.

Three Years  
in the  
Making  
at a  
Cost of  
\$4,000,000

Score of heroisms—  
thousands of men  
fighting—a hand-  
to-hand struggle—  
death dared every in-  
stant—you'll gasp—  
you'll cheer—you'll  
thrill every second at  
these marvelous scenes—  
—just one of the  
never-to-be-forgotten  
moments in the great-  
est dramatic screen  
production of all time.

A Metro-Goldwyn-Mayer Picture

Presented by METRO-GOLDWYN-MAYER  
In arrangement with Abraham L. Erlinger,  
Chas. B. Dillingham and Florent Ziegfeld, Jr.

A METRO-GOLDWYN-MAYER PICTURE

## QUEEN'S TO-DAY TO MONDAY

Times & Prices  
At 2.30 ... \$1.50, \$1.00, 60 cts., & 40 cts.  
At 6.00 & 9.15 ... \$2.00, \$1.50, 80 cts., & 60 cts.

Servicemen in uniform 80 cts. to back stalls and  
40 cts. to front stalls at all performances.

The comical adventures of a novice who is  
compelled to pose as a famous aviator—

**DOUGLAS MACLEAN**

In

**GOING UP**

with

MARJORIE DAW & FRANCIS McDONALD

AT THE **WORLD** TO-DAY AND  
TO-MORROW

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15

The vivid story of a girl who leaves a sleepy  
Southern town to capture Broadway and what  
happens to her in the world of jazz—

The

**TAXI DANCER**

with

JOAN CRAWFORD & OWEN MOORE

AT THE **STAR** FINAL SHOWINGS  
TO-DAY

Continuous from 2.30 to 11.15.

THE NAVY'S CHOICE

**Coafes'**  
ORIGINAL

**PLYMOUTH GIN**

OBTAINABLE EVERYWHERE.

BERLIN'S "MANNIQUEEN."

A PRIZE FOR THE SMARTLY  
DRESSED.

BERLIN, December 15th.

The new word "Manniqueen" has been coined to designate the young lady who carries off the annual prize awarded in Berlin to the smartest mannequin. Not beauty, but the way clothes are worn is the criterion. The year's "manniqueen" is given a motor-car complete with chauffeur, appears at all fashionable functions, and generally has as much publicity as any aspiring film-star could desire—offers from film companies and cabarets, indeed being

among the advantages she is likely to secure. The German "Queen of Beauty," chosen after the American custom, for various other qualities, should not be confused with the "manniqueen."

This year's "manniqueen" is fair and stately, with, it is stated, "excellent legs for the requirements of smart clothes." It is a curious fact that the runners-up during the first three years of this contest are nearly all Russo-Germans from the Baltic provinces, though every effort is made to find a pure-bred German girl for the position.

Germany's efforts to capture a leading position in the world of fashion are emphasized by this competition, which arouses intense interest among the mannequins themselves.



# Mackintosh's

## HUGE SALE OF MEN'S WEAR

Monday, Jan. 30th to Thursday, Feby. 2nd.

The brevity of Mackintosh's Sales  
is proof of their worth

# Mackintosh's

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Vaux Road.



## DINE-DANCE at the CAFE REGENT

**MOST COMFORTABLE SOCIAL RENDEZVOUS.**  
WITH SPECIAL LADIES' LOUNGE  
SERVICE FROM 8 A.M. TO 12 P.M. MIDNIGHT  
EXCELLENT CUISINE—MUSIC—DANCING  
Cafe Pavilion Cakes and Bread Always on Hand  
TEA SERVED MORNING, AFTERNOON & EVENING  
Refreshments of all kinds  
WINES, SPIRITS, etc., VERY BEST  
FULL PUBLICAN'S LICENCE  
Dance Parties, Receptions, etc., catered for  
**SATISFACTORY SERVICE.**  
TEL. C. 3056 PEDDER BUILDING

## WHITEAWAYS SALE

### BLUE TICKET WEEK

Monday, January 30th

TO  
Saturday, February 4th

### STOCKTAKING REVELATIONS

Preparations for Stocktaking have revealed a lot of stock which we have to clear.

This is all marked down to ensure a complete Clearance.

LOOK OUT FOR THE BLUE TICKETS.

COME EARLY.

BEST BARGAINS GO FIRST.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONG KONG.

### CHINESE RAILWAY DEFAULTS.

REFUSAL TO HONOUR  
DEBTS.

#### HOME COMMENT.

According to the *Financial News* the attitude which accepts all that happens in China as a painful but unavoidable nightmare has continued too long. It is time that attention was drawn to some particular cases in which the Chinese have refused or are refusing to meet their just obligations, not from inability to do so but of deliberate intent.

Too little attention has lately been paid to the position of the Chinese Government railways. The chaos in China, has become such a commonplace that people have not troubled to differentiate between what is inevitable and what is outrageous in the attitude of those in control of the railways towards their foreign obligations. It is high time that particular instances of dishonest conduct were given wide publicity. It is not contended that all the Chinese railways are doing what they can to meet their obligations.

Conditions within China have made it impossible for many of the lines to earn anything. Every Government railway of any importance in China is liable to fall under the control of the military—of one faction or another—and normal traffic then becomes impossible. For weeks on end when troops are using the lines, civilian and trade interests are disregarded. It is a common sight to see huge piles of goods waiting for transport in railway stations, while lines of empty cars made up of the rolling stock of half-a-dozen different lines lie idle in sidings in charge of a rabble of ill-kempt and tattered soldiers, who are often little more than children. In addition, the stations and trucks are continually in use as rough and ready barracks for advancing or retreating armies, and no attention is paid to the damage done to the property of the lines. In such circumstances it is hardly surprising that the railway system of China, which a few years ago was adequately efficient, has deteriorated rapidly and is now at least partially inoperative and derelict. Indeed, the way in which the equipment of the lines has stood up to the misuses and gross neglect to which it has been subjected amazes professional railwaymen, who would have anticipated that the damage would have wrecked the railways altogether.

But there are certain instances in which, in spite of the difficulties of the times, profits have been earned—only to be retained by the military authorities controlling the lines and used to further their personal ends without any consideration of their obligations to bondholders. It is to such cases that attention should be called. Their existence is a dark spot on the good name of China, and a hindrance to any future attempts she may make to borrow money abroad.

#### CHINA FLEET CHANGES.

FRESH CREW FOR R.M.S. "IROQUOIS."

The cruiser *Calliope*, after her trouping voyage to China under Captain Sir Lionel Sturdee, is joining the *Nereus* Reserve, in which she will become ship of the Senior Officer, Captain L. S. Holbrook, M.V.O. After being overhauled at Sheerness Dockyard at a cost of about £46,000, the sloop *Cornflower* was due to be passed out on December 26th. She was commissioned for trials on December 9th. On December 26th the *Cornflower* is to commission with the Portsmouth crew which is to join the surveying ship *Iroquois* in China, and will take this crew to Hong Kong. There the *Cornflower* will pay off and will recommission with the present crew of the *Hollyhock*, which she is to relieve on the China Station. The *Hollyhock* will return to England with the paid-off crew of the *Iroquois*.

Lieut. Henry Buckle, A.M., of R.M.S. *Albury*, First Minesweeping Flotilla, was due for promotion on December 26th to Lieutenant-commander. Lieut. Buckle recently served in the *Titanic*, depot ship for the China Salomine Flotilla.

### DEATH OF SIR C. DUDGEON.

A NOTED FIGURE IN SHANGHAI.

#### FORMER CHAIRMAN OF CHINA ASSOCIATION.

Word has reached Shanghai, says the *N.C. Daily News*, of the death on January 23rd, of Sir Charles John Dudgeon, who counted many Shanghai people among his friends and acquaintances. Death occurred in San Remo, the late Sir Charles and Lady Dudgeon having made their home in Italy since 1914.

Sir Charles Dudgeon, who was born in 1855, came to Shanghai probably before he was 21, and joined the firm of McIntosh & Co. Leaving McIntosh & Co., Mr. Dudgeon founded a firm of his own in company with another Scotsman, but after a short time this became defunct, and he joined Herbert & Co. Of this firm he ultimately became senior partner, being succeeded on his retirement by Mr. F. Anderson.

In the meantime he identified himself strongly with the life of the community. A keen paper hunter, he was always prominent in the field, although he never went in for racing. At the same time he was an enthusiastic volunteer and about 1891, rose to the rank of captain. He served in the Fire Brigade, being a member of Victoria Co., No. 7; was President of St. Andrew's Society, while in his earlier days he was an enthusiastic rowing man.

He was one of the pioneers of British cotton spinning in China, being instrumental in the foundation of the Laon Kung Mow cotton mill, at about the time the Ewo and Oriental mills were founded.

A Public Spirited Citizen. An old resident who knew him well describes Sir Charles as one of the finest citizens that Shanghai ever possessed—one of the most public spirited men possible—and in view of this it is rather surprising that he never served on the Municipal Council.

#### The Mackay Treaty.

In 1901 he was appointed Assistant-British Commissioner for the Revision of Commercial Treaties with China, and it was as a result of his signal services in this connection that he was created a knight in 1903. The treaty in particular with which the late Sir Charles has been identified, was that negotiated by Sir James Mackay (now Lord Inchcape), Commissioner, which was concluded on September 8th, 1902, and represented an endeavour to deal with a matter of the utmost commercial concern.

Leaving Shanghai in 1904, Sir Charles continued to take a very keen interest in China, though the China Association, of which he became chairman in 1911. He is survived by his widow and one daughter who is now the Marchesa Clair Rappini di Castelli Dolino.

### WOMEN RESCUED IN A FIRE.

PLUCKY SOUTHAMPTON POLICEMAN.

Great heroism and a complete disregard for his own safety was shown by Police Constable Joseph Brooks, of Southampton, in rescuing three people when fire broke out in a gramophone saloon in London-road, Southampton. Above the shop were three flats, two of them occupied. One on the second floor was occupied by Mr. and Mrs. J. F. C. White and Mrs. White's mother, Mrs. Pelling, aged 71, while on the top floor were Mrs. and Miss Knuckey and a friend, Mrs. Mary Shergold, of Hayling Island, near Portsmouth. Constable Brooks, who gave the alarm, forced a way into the building, and dashing through the smoke, rescued an elderly woman from the top floor.

Re-entering the building, he carried out a young woman, and returned, though the building was burning furiously, to rescue a third woman.

After staggering downstairs with her in his arms he was overcome by the smoke and collapsed in the passage, where he was found by the firemen.

The other three women were saved by firemen before the stairs collapsed in flames.

### LANE, CRAWFORD'S LIMITED.

REDUCTION OF CAPITAL.

CONFIRMATORY RESOLUTION PASSED.

At an extraordinary general meeting of Lane, Crawford's, Ltd., held on January 16th, an extraordinary resolution was passed approving the proposal to reduce the capital of the Company from £1,500,000, divided into 150,000 shares of £10 each, to £900,000, divided into 150,000 shares of £6 each. The reduction is being carried out by cancelling the capital which has been lost, or is not represented by available assets, to the extent of \$4 per share upon each of the 125,000 shares which have been issued and are not outstanding, etc. The reduction in capital is being made so that a sound balance sheet can be laid before shareholders at the next general meeting.

Yesterday, another extraordinary general meeting was held at Messrs. Lane, Crawford's offices for the purpose of confirming as a special resolution, the resolution passed at the previous meeting.

Mr. T. G. Weall (Chairman) presided, and he was supported by Mr. W. E. L. Shenton, Mr. Chan Tong, Mr. E. M. Raymond, Mr. R. L. Bridger and Mr. F. M. Crawford (Directors) and Mr. S. J. Jordani (Secretary).

There were also present the following shareholders:—Messrs. W. Macfarlane, C. Bernard Brown, T. G. Stokes, A. Stevenson, A. W. Brown and S. Hamer.

#### The Chairman's Remarks.

Addressing the meeting, the Chairman said: The object for which this meeting has been called is, as indicated in the notice which the Secretary has read, for the purpose of receiving a report of the proceedings of the Extraordinary General Meeting held on the 16th instant, and on confirming, if thought fit, as a special resolution, the resolution which was passed as an Extraordinary Resolution at the meeting. That resolution, you will remember, concerned your approval of a reduction of the Company's Capital.

You will also remember that at the above mentioned meeting I explained to you why your Directors thought it essential to reduce the capital of the Company, and I do not think it necessary to deal further therewith, except to state that at the meeting in question the resolution approving the reduction of capital was unanimously passed as an extraordinary resolution. Under the Hong Kong Companies Ordinance, however, it is necessary that such extraordinary resolution shall be confirmed by a majority of members entitled to vote as are present in person, or by proxy, and consequently this meeting has been convened for the purpose of enabling the extraordinary resolution, above referred to, to be confirmed as a special resolution.

I accordingly beg to propose the confirmation as a special resolution of the said extraordinary resolution, namely:—

"That the capital of the Company be reduced from £1,500,000, divided into 150,000 shares of £10 each, to £900,000, divided into 150,000 shares of £6 each, and that such reduction be effected by cancelling the capital which has been lost or is unrepresented by available assets to the extent of \$4 per share upon each of the 125,000 shares which have been issued and are now outstanding, and by reducing the nominal amount of all shares in the Company's capital from \$10 to \$6 per share."

I shall be glad if some shareholder will second such proposal. Mr. C. Bernard Brown seconded, and there being no questions, the resolution was carried unanimously. This concluded the business of the meeting.

#### SHANGHAI STOCKS.

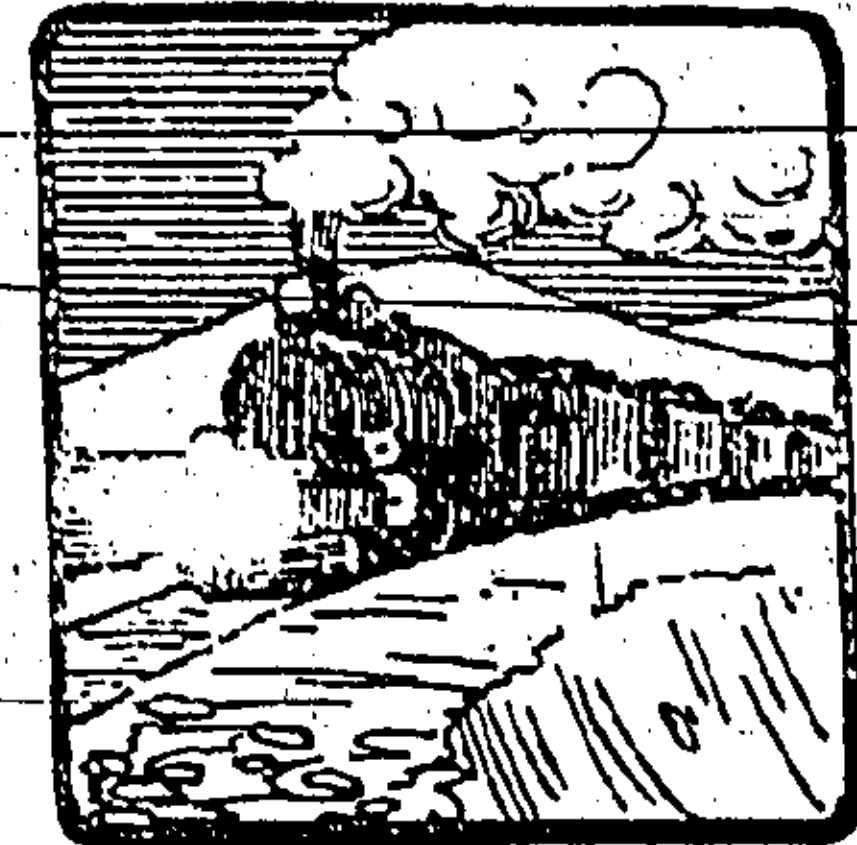
#### LATEST QUOTATIONS.

Messrs. Benjamin & Potts are in receipt of the following cable from their Shanghai Office:—

"New Engineering profit for the year is \$225,000. Dividend declared Tls. 0.40. The quotation is Tls. 6, buyers. Shanghai—Docks, buyers at Tls. 96."

## KAIPING COAL

FOR ALL PURPOSES



HOME,  
FACTORY  
AND  
BUNKERS

POWER  
HOUSE,  
TUGS &  
LOCOS

THE KAILAN MINING ADMINISTRATION,  
Head Office:—TIEN-TSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

### NORTH BORNEO CHAMBER OF COMMERCE.

#### LABOUR CONDITIONS.

#### INCREASED IMPORT DUTIES.

The Indo-China Steam Navigation Co., Ltd., and the Straits Steamship Co., Ltd., were elected members of the North Borneo Chamber of Commerce at the monthly committee meeting held at Sandakan on December 31st.

A letter was read from Messrs. Harrison and Crossfield (Borneo), Ltd., regarding the amendment to the Labour Ordinance whereby a labourer on verbal contract was no longer liable to prosecution for disobeying a lawful order or refusing to work. It was pointed out that the distinction drawn by this amendment was grossly unfair to employers of free labour and would have far-reaching effects on the employment of this class of labour in future, and moreover such amendment could only be regarded as encouraging the use of indentured labour whereas signs were not wanting in other directions that Government was gradually working towards the abolition of contract labour. After some discussion it was decided to send a copy of the letter from Messrs. Harrison and Crossfield (Borneo), Ltd., to the Government Secretary and press for withdrawal of the amendment.

#### Import Duties.

The Committee had under consideration the increased import duties recently imposed. In view of the very heavy increases in the duties on certain articles, some apprehension was felt as to the possibility of further increases in the future and it was decided to communicate with Government on the subject. A point was raised in regard to the duty imposed upon unmanufactured metals leaving manufactured metals free of duty thus tending to the discouragement of local manufacturers.

A question was also raised as to why aerated waters should be imported free of duty when there was already a satisfactory supply of aerated waters produced by a number of local manufacturers.

It was pointed out that there was an inconsistency in the imposition of duty on galvanised nails and washers used for the fixing of galvanised roofing materials which itself was allowed in free of duty.

A question was raised as to the reason for the import duty on galvanised wire and plain wire being retained while the duty on barbed wire had been removed. It was decided to address the Government in the matter of the inconsistencies referred to in the hope that early steps would be taken to regularise same.

#### "WHO'S WHO."

#### ARRIVALS BY THE "PRESIDENT MADISON."

Among passengers arriving here by the *President Madison* from the North yesterday morning were: Mr. W. W. Armstrong, a former U.S. Senator, and his wife who are on a trip round the world; Mrs. L. E. Basto, who is returning to Hong Kong, after several months in the United States; Mr. Walter L. Butler, a world wide traveller who is on his sixth voyage round the world; Mrs. M. D. Draper and children, returning to Hong Kong; Mr. Tracy Q. Hall, Vice-President of the Security Trust & Savings Bank of Los Angeles, and his wife; Mrs. T. R. Percy, a Hong Kong resident, returning after several months' absence.

### LEFT YESTERDAY.

ON THE "PRESIDENT CLEVELAND."

#### LOCAL RESIDENTS.

Among passengers apart from the Shanghai Interport Golf team, leaving Hong Kong yesterday on the Dollar Line *a.s. President Cleveland*, which is on her way to San Francisco and Los Angeles, via ports, were:—

Mr. Frank M. Weller, who is connected with the Sun Life Insurance Co., of Canada, travelling to San Francisco where he will reside permanently; Mr. Jan Salm, who is on a business trip to the United States. Mr. Salm is connected with the Batavia Petroleum Maatschappij in Sumatra; Mr. A. F. H. Mills, a noted English writer, returning to England via the United States; Mr. J. E. Taylor, special export representative of the Firestone Tyre & Rubber Co., travelling to Shanghai; Mr. and Mrs. K. Campbell, attached to the American Presbyterian Mission, returning to the United States on furlough; Mr. K. J. Chokry, connected with Messrs. H. Ruttenberg & Son, going to Shanghai; Mrs. B. Thompson, of the Advertising and Publicity Bureau, travelling to Shanghai; Mr. Chan Harr, Managing Director of the Sincere Co., Ltd., at Hong Kong, who is on a business trip to the North.

### HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

#### PROMOTIONS AND APPOINTMENTS.

##### Chinese Company.

Lieut. R.25 Tsui Kwong Kong is promoted to be Crown Sergeant with effect from January 23rd, 1928.

Constable R.18 Hwang Hong Yeh is appointed Lance Sergeant with effect from January 23rd, 1928.

Constable R.15 Ow Yung Kin Hing is appointed Lance Sergeant with effect from January 23rd, 1928.

Constable R.56 Cheng Shuk Kit is appointed Lance Sergeant with effect from January 23rd, 1928.

##### Flying Squad.

Constable R.333 B. C. Randall is appointed Crown Sergeant with effect from January 23rd, 1928.

Lieut. R.310 P. O. Peuster resigns from the Flying Squad to date January 23rd, 1928.

##### SHARPSHOOTERS' CO.

P. O. Peuster has enrolled in the Sharpshooters' Company with the rank of Lance Sergeant (super-numerary).

##### Rifle Practice.

The Practice on Sunday, February 5th, has had to be cancelled as the Range will be required for the Defence Corps that day. The Practice will take place on Sunday, February 19th, at 10 a.m.

Instruction in Revolver Shooting. A class for this purpose will be held at the Office of the O.O. Sharpshooters' Company Government Laboratory, New Fire Station Building, 4th floor, every Monday, from 6 to 6.30 p.m.

##### FLYING SQUAD.

The weekly instructional patrol will start from the Central Police Station at 5.15 p.m. sharp. Dress: Winter uniform.

(Sgd.) G. B. HARRISON, D.S.P. (R.), Adjutant.  
Hong Kong, January 31st, 1928.



## CANTON SEEKING ALLIES.

INVITATION TO CHEN MING SHU AND HSU CHING TANG.

NEW THREAT FROM KIANGSI?

[FROM OUR CHINESE CORRESPONDENT.]

General Li Tsai Hsin is doing his best to secure as many allies as possible. Among Cantonese military leaders Chen Ming Shu and Hsu Ching Tang are to be consulted with a view to their taking office in Canton. Certain members of the West Hill party have also been approached and some of them are now in Canton. A serious attempt is also being made to reorganize the Kuomintang in Canton admitting only the more conservative elements. The difficulties, military and financial, are far too great to be solved unless several doubtful elements can be brought in to support the party now in power.

Much fear is felt in Canton that the defeated Hunanese and the Cantonese in rivalry with the Kwangsi Clique will join in Southern Kwangsi and make a joint attack on the Kwangsi forces first in Kwangtung and then in Hunan. At present the Kwangsi party headed by General Pei Tsung Hsi and Li Tsai Hsin have full control of Hankow and Canton.

General Li Tsai Hsin has been giving official dinner parties to officials during the last few days, and he proposes soon to entertain foreign Consuls to a banquet at which the Canton leaders are expected to make important statements on the foreign policy of the present regime.

Speculators who hold large amounts in Canton notes are trying to influence the Administration to borrow money for the redemption of notes and thus enhance the value of money which they bought at 25 or 30. The general public would rather see the whole issue collapse and disappear from the market.

Sunday and Monday passed off in Canton without disturbance and the threat of a "Reds" was merely propagandist. The Police were particularly vigilant but the "unarming of Red plots" has simply been the collecting of "literature" distributed by the Kuomintang when the latter was dominated by the "Reds". Some of these publications have been stored up by innocent persons as waste paper. There has been some genuine "Red" activity behind the scene but a good deal of it has been worked up by detectives and secret service men.

The "Red" leaders are said to be suggesting that they should term themselves the Socialist-Democratic Party. The surviving members of the recent "Soviet Government" in Canton are now in Shanghai and the Straits Settlements.

Canton-Kowloon Railroad Authorities have been ordered by the Canton Administration to levy a tax of 10 per cent. on travelling tickets in aid of the relief fund.

The Hong Kong Chinese Students' Union, an organisation of students who left Hong Kong for Canton during the anti-British strike of 1925, will be proscribed by the Canton Authorities.

Pro-Kwangtung militarists report that the 4th Army under Chang Fat Fui is expected to occupy the Hoifung and Luklung Districts in Eastern Kwangtung where at present "Red" tyranny is oppressing the countryside. Chang hopes to recruit some of these disorderly elements into his depleted force.

## THE POPE'S SORROWS.

"SAVAGE EPISODES" IN CHINA AND RUSSIA.

The Pope, answering Christmas greetings from the Sacred College, delivered a short address, mentioning the reasons for the joy and sorrow that fill his heart. Among the first he alluded to the rejoicing over Japan, where the first native bishop had been appointed. Among the reasons for sorrow enumerated by his Holiness were the savage episodes, cruelties, and atrocities happening in Mexico, Russia, and China, it seeming to be impossible that all the Governments should not rise up and put an end to them. The words of the Pope are taken to mean that Great Britain and France ought to bring pressure to bear in China, and that the same countries, with the addition, probably, of Germany and Poland, should do the same thing in Russia.

## SOVIET IN SOUTH CHINA. GERMANY TAKES CHARGE OF INTERESTS.

The Soviet Government has requested the German Government to take charge of Soviet interests in Southern China. In view of the unsettled state of affairs in Southern China the German Government has agreed, and has instructed the German consuls to watch over the interests of Soviet citizens within their jurisdiction and power.

## RAPID GRAVITY FILTRATION PLANT.

DEMONSTRATION TO-DAY AT BOWEN ROAD FILTER BED.

SOME DETAILS OF THE MACHINERY.

By the permission of the Water Authority, The Paterson Engineering Company will give a demonstration of their newly installed Rapid Gravity Filtration Plant at the Bowen Road Filter Beds to-day.

A general description of the plant is given below:

The raw water is taken from the Bowen Road Conduit by a 15" C.I. pipe and delivered to the inlet chamber which is controlled by an automatic inlet control valve from which it passes over a weir. The fluctuations in the level of water flowing over this measuring weir automatically control the supply of the chemical reagents necessary to effect purification. The reagents used are sulphate of alumina and hydrated lime which are added to the raw water as it flows over the measuring weir and are then thoroughly mixed with the water in passing through a mixing chamber.

The water then enters a feed conduit which runs the whole length of the filter beds and thence to the beds through regulating valves.

## The Filter Beds.

The filter beds, which are six in number, constructed of reinforced concrete, are of the Rapid Gravity type each 24' 0" x 12' 0" giving a total filtering area of 1,728 sq. ft. The filtering capacity is rated at 72 galls. per sq. ft. per hour, giving a maximum output of three million gallons per day.

Each bed contains specially graded sand to a depth of 3' 1" laid on top of a bed of specially graded pebbles 1' 8" in depth. The water gravitates through this filtering medium, is collected by a strainer pipe system laid on the floor of the filter bed and is drawn off into covered inspection boxes, through a valve controlled by automatic gear. The filtrate then passes into a covered pure water channel and so to the service reservoir.

The first twenty minutes flow from each bed after cleansing, automatically flows into a low level wash water tank below the filter beds, from where it is pumped to a high level wash water tank on the roof of the Chemical House, ready for filter washing.

When the filter becomes choked with accumulated impurities, it is cleaned by first agitating with compressed air through the nozzles of the strainer pipe system and then flushing the loosened impurities to specially designed wash water channels by a reverse current of cleansing water.

The whole washing process is accomplished and the bed is again in operation within a period of ten minutes. One man can carry through the whole operation without moving from the operating platform.

## The Chemical House.

The Chemical House, which is a three floored brick and reinforced concrete structure, contains the lime mill and alumina tanks on the top floor, the reagent proportioning gear on the middle floor and the pumps and compressors on the ground floor, while the roof carries the high level wash water tank.

The alumina solution which is prepared by dissolving alumina ferric blocks in twelve-hour capacity tanks, is piped to a regulating box which controls the flow by means of an automatic taper valve under a constant head.

The lime mixture is prepared in the lime mill and pipes to the lime container which has continuous agitating gear, actuated through shafting from an undershot water wheel driven by the incoming raw water. From the lime container the solution is fed to automatic tipping buckets which can be set to give any desired quantity of reagent.

## Provision Against Breakdowns.

To provide against breakdowns the air compressors and wash-water pumps are in duplicate, and one set of the former being operated by an electric motor and the other by an oil engine, while one set of the latter is operated by a water turbine and the other by an electric motor.

The new filters have been constructed within one of the two remaining filter beds and the two remaining beds have been covered over and converted into filtered water service reservoirs. The plant was designed and manufactured by the Paterson Engineering Co., Winsor House, Kingsway, London, to the specification of Mr. R. M. Henderson, M.Inst.C.E., M.I.Mech.E., Water Engineer.

Erection was carried out under the supervision of Messrs. Paterson's representative and Messrs. The Hong Kong Excavation, Filling and Construction Co. were the contractors for the reinforced concrete and building work.

## ROUND THE POLICE COURTS.

EUROPEAN LADY ROBBED.

PUBLIC SPIRITED CHINESE CONGRATULATED.

[BY E. E. PORTER.]

I went round the Police Courts yesterday and the case of chief interest concerned the robbing of a European lady by a Chinese. Another Chinese who gave chase and caused the arrest of the thief was congratulated by the Senior Magistrate, Mr. R. E. Lindell.

Another case also of some importance was a charge of stealing two letters brought against a young Chinese. The case will be heard on Friday.

Mr. R. E. Lindell praised a Chinese for his public spirited action in helping to arrest a foot-ped who had snatched a young girl belonging to Miss Sylvia Keigh, of 102, Second Street.

It appeared that Miss Keigh was walking along Queen's Road West, when the culprit snatched her hand bag. She immediately cried out "stop thief" in English and Mr. Leung Nam Hin who was standing outside his shop gave chase with the result that the thief was arrested and charged yesterday morning.

In sentencing the prisoner to nine months' hard labour and 20 strokes of the birch, Mr. Lindell said that he considered Mr. Leung Nam Hin had done extraordinarily well and that it was a pity that there were not more men like him in Hong Kong.

## ROPES FROM A STEAMER.

Two Chinese were charged at the Kowloon Magistrate's Court yesterday with stealing ropes valued at \$500 from the a.s. *Wing Hong*. The charge was amended to one of receiving stolen property and the first defendant was sentenced to six weeks' hard labour. The second defendant who had a previous conviction was given two months' hard labour.

## CHINESE LADY DOCTOR AS COMPLAINANT.

A Chinese boy was charged before Mr. R. E. Lindell with stealing two letters belonging to a Chinese lady doctor named Leong Wai Kong.

Mr. Hui Shing Lo said that he was instructed by Mr. James Hall for the prosecution and that the complainant viewed the charge in a very serious light.

The case was remanded until Friday morning and bail in the sum of \$1,000 was allowed. It is understood that Mr. A. E. Hall will be appearing for the defendant.

## THE GOAT AND KID CASE

The case against the Indian constable who is being charged with larceny of a goat and kid, belonging to an Indian watchman employed by the China Light & Power Co., Ltd., was continued before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday afternoon.

Mr. L. D. Turner appeared for the prosecution and Mr. K. S. Chowdhury (instructed by Mr. A. E. Hall) defended.

On the conclusion of the case for the prosecution, Mr. Chowdhury submitted that there was no *prima facie* case against the defendant, and remarked that the evidence of the complainant was fabricated. Mr. Chowdhury commented on the complainant's refusal to accept \$100 as settlement.

The case was adjourned.

## ANOTHER RETURNED BANISHÉE

Before Mr. R. E. Lindell a Chinese was sentenced to nine months' hard labour and twenty strokes, for returning from banishment. The defendant was banished in 1926 for three years, but returned within a few months, when he was imprisoned and banished for ten years. This is his second return to the Colony since 1926.

## ELUDING THE POLICE.

A coolie appeared before Mr. W. Schofield, at the Kowloon Magistrate's Court, on a charge of aiding and abetting an offence by a street vegetable hawk.

According to Sgt. Hargreaves, the defendant seeing a police patrol in Shantung Street, ran into Canton Road and spoke to a hawk who immediately picked up his baskets and eluded the police.

The defendant was fined \$10.

## THE TRIAD SOCIETY CASE.

The case in which fifteen Chinese are charged with being members of a Triad Society was concluded yesterday, before Major C. Willson.

The first defendant was fined \$100 and bound over in a personal bond of \$100 to keep the peace for 12 months. The second and third defendants were each sentenced to three months' hard labour, nine other defendants were fined \$100 and the other two accused were each fined \$50 and also to enter into personal bonds of \$100 each to keep the peace for 12 months.

## JUNK ROBBERY AT FU TAU MUN.

FOUR CHINESE CHARGED.

AN ALLEGED HAUL OF \$2,340.

Four Chinese were yesterday charged before Mr. R. E. Lindell at the Central Magistracy with committing an armed robbery on a junk at Fu Tau Mun on January 25th and stealing money, clothing and vegetables valued at \$2,340.

The third defendant was also charged with being a returned banishée.

Evidence given by the master of the junk was to the effect that the junk arrived at Shauiwan on January 24th from Shan Nee with a cargo of vegetables, shoes and poultry. As the junk was nearing Fu Tau Mun, the defendants' craft crossed his bow and simultaneously opened fire on them. His crew took flight and ran into the hold.

The robbers then shouted to complainant to stop which he did. The defendants and another man, not in custody, boarded the junk and ordered the complainant to get into the hold or else he would be shot. The robbers were armed with rifles and daggers.

The robbers then took the junk to Tai Mui (Joss House Bay) where they ransacked it and took away property valued at \$2,340. Of 45 pigs on board the ship, the pirates took 20. The other 25 and some green peas were removed by another gang of bandits the next day. The robbers remained on board until January 26th when a motor-boat came alongside with food for them. Almost at the same time, the police patrol launched was sighted, and the occupants called out to the Police for help. The robbers took flight and rowed themselves ashore where they began to run up a hill. The Police saw what was happening and began to fire on the escaping thieves. After a stern chase the four men were arrested, and one of them was shot dead.

After further evidence had been given the case was adjourned.

## DANGEROUS DRIVING SUMMONS.

INGENUOUS DEFENCE.

OVERTAKING POLICE SIDE-CAR EQUALLY GUILTY!

An ingenious defence was made by Mr. Horace Lo in an excessive speed case brought yesterday, before Major C. Willson, at the Central Magistracy, against the Chinese driver of public motor-car No. 413. His point was that if his client were driving in a dangerous manner the Traffic Sergeant who followed him in a sidecar must have been driving still more dangerously to overtake him.

His Worship dismissed the plea and fined defendant \$20.

Traffic Sgt. F. J. Clarke said that at 12.45 p.m. on January 24th he saw the defendant's car travelling along Des Vaux Road, past Wing Lok Street, in a westerly direction. The car was going at a high speed, so witness chased and caught up with the car at Centre Street, where they stopped. The car was being driven, in witness's estimation, at about 25 m.p.h. at the time.

It was the day after Chinese New Year and the streets were very crowded. Witness had Sgt. Buckner in the side-car.

Sgt. G. Buckner corroborated. Replying to Mr. Lo, witness said the car was about 50 yards ahead when the chase began and gained a lead of about a quarter of a mile. He considered that the car was travelling at a dangerous speed, but not the combination.

Mr. Lo submitted that he had no case to answer. The estimated speed, according to the prosecution, was 25 m.p.h. and they had it from the last witness that he did not consider that the combination was travelling at a rate dangerous to the public.

His Worship pointed out that the witness had said he considered the car was being driven dangerously.

Mr. Lo replied that he thought a side-car was very much more dangerous. It was well-known that cars were very much more manageable, and the brakes were much better.

The Magistrate said that Mr. Lo had a case to answer and defendant was called.

The defendant said that the road was not very crowded and he was not driving at a dangerous speed.

His Worship said that what he would like to know was whether the road was crowded.

Sub-Inspector Alexander said it was always crowded in the daytime and there were many side-turnings.

Mr. Lo: The combination must have been travelling in a dangerous manner, under the circumstances, as the car was travelling at 25 m.p.h.

(Continued at foot of next column.)

## REPUDIATION OF AN I.O.U.

ALLEGATION THAT IT WAS FORGED.

GARAGE CLERK'S STORY DISBELIEVED.

A defendant in the Summary Court yesterday afternoon alleged that an Indian watchman was defrauding him and telling lies when he (the watchman) said that he (defendant) owed him \$50 under an I.O.U. He denied that he owed the watchman any money, and alleged that the plaintiff had made a false entry in a book.

The case which was rather unusual, concerned Bhag Sing, formerly a watchman at the Hong Kong Hotel Garage, who sued Ling Shung, a clerk at the same garage, for \$50, stated to have been borrowed under an I.O.U.

Mr. C. A. S. Russ, who appeared for plaintiff, said that plaintiff was obviously not a moneylender and certainly not registered as one. Both plaintiff and defendant were, at the time in question, employed at the Hong Kong Hotel Garage, defendant being a clerk.

Plaintiff was now a guard at the Victoria Gaol and the defendant was still employed at the Garage. The two points to be decided in the case was (1) whether plaintiff was a moneylender, and (2) whether defendant was the man to whom the money was lent.

Giving evidence, the plaintiff said that he obtained employment at the Hong Kong Garage five days before the defendant did. On December 15th, defendant came to his quarters and asked for a loan of \$50. Witness said he ultimately loaned \$50 to defendant, for which defendant signed an I.O.U., which was made out by a friend of plaintiff's. This friend had since returned to India. Plaintiff asked for repayment on January 1st and failing to receive the loan he issued a writ on defendant.

Allegation Of Forgery.

Defendant's story was to the effect that there were two books kept at the garage dealing with cars going out and coming in, and that he kept one and plaintiff the other. Every evening, when plaintiff came on duty, witness handed his own book to plaintiff, reclaiming it the following day.

He produced a book account and alleged that it was on a leaf from this book that he wrote his name at the request of plaintiff, who had asked him how he wrote his name and how he spelt it. He said he did not know what plaintiff did with this leaf afterwards. He alleged that plaintiff put the letters I.O.U. at the top of the leaf. Defendant denied that he had ever borrowed any money from plaintiff or that he had ever made out an I.O.U.

Solicitor's Indignation.

Asked by His Lordship if he had any questions to ask defendant, Mr. Russ said he would not bother. It was obvious that defendant had contradicted himself during his evidence. Mr. Russ added: "If I may say so, with all respect, your Lordship, it seems to me that people should come into your Lordship's court and his like this without some drastic action being taken."

His Lordship commented that he did not believe defendant's story, and entered judgment for plaintiff, with costs.

## CORRESPONDENCE.

THE EARTHQUAKE SHOCK.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir, - Apropos the earthquake shock on Sunday night, I note the Observatory's learned remarks about delicate instruments only being aware of same. The Observatory is quite wrong as I, in common with many other two-legged delicate instruments, distinctly felt the disturbance, which was quite big enough for any being of ordinary intelligence to know what it was. Enclosing my card.—Yours, etc.,

IGNORAMUS.

His Worship: The officer travelled at a high speed in the execution of his duty.

Mr. Lo argued that if his Worship found that the combination was not going at a dangerous speed, he could not find that the car in front was going at a dangerous rate. It was a question of opinion, but 25 m.p.h. was at no time a dangerous speed.

Major Willson said the defendant had been fined last year for speeding in Connaught Road Central.

The defendant was fined as stated.

## RANSOME'S LAWN MOWERS.

RANSOME'S "LION"

FITTED WITH EXTRA

WIDE SIDE WHEELS

AND FIVE KNIVES

11- 13'

\$50. \$55.

"ANGLO PARIS"

FITTED WITH THE

PATENT SINGLE

SCREW ADJUST-

MENT.

12- \$80 14- \$90

16- \$100 18- \$110

20' Pat Chain Drive 'Automaton'

Mower with heavy iron rollers for Golf Greens, Bowling Greens, etc.

\$250

We carry a complete range of spares and repair all makes of mowers. Estimates given

LANE, CRAWFORD, LTD.

PHONE 4567.



900D IT ALL DEPENDS ON YOU... Fox-Trot

903D AIN'T SHE SWEET! ...

903D SONG OF SHANGHAI ...

882D FORGIVE ME ...

882D MOON BEAM, KISS HER FOR ME ...

THE ANDERSON MUSIC CO., LTD.

ICE HOUSE STREET. TEL. C. 1322.

PHOTOGRAMS OF THE YEAR.

The Annual Review for 1928 of the World's Pictorial Photographic Work.

Edited by F. J. MORTIMER.

\$3.75 Per Volume.

At no period in the history of photography has the appeal of the camera for picture-making been so great as at the present time. Every year the number of beautiful pictures made with the camera, in all parts of the world, shows a steady increase. In this volume an endeavour has been made to bring together a representative collection of some of the best work that has been produced during the past year.

A Few Surplus Volumes of Other Works are being offered at a 50% Reduction.

KELLY & WALSH, LTD.

The Bookshop. Chater Road.



## NEW ADVERTISEMENTS.

## UNIVERSITY OF HONG KONG.

LANGUAGE SCHOOL.  
NEW CLASSES IN CANTONESE will commence on WEDNESDAY, 1st FEBRUARY, 1928. Further particulars may be obtained from the Registrar.  
W. B. FINNIGAN, Registrar.  
30th January, 1928. [5934]

## HONG KONG CRICKET CLUB.

TENNIS TOURNAMENT.  
REMINDER.  
ENTRIES CLOSE ON SATURDAY NEXT, 4th FEBRUARY, at NOON. [5839]

## OLD HAILEYBURIANS.

A DINNER will be held at THE HONG KONG HOTEL on SATURDAY, 25th FEBRUARY at 8 P.M.  
Will those proposing to attend please communicate with  
O. BLAKER, c/o GILMAN & CO., LTD. [5828]

## U.S.R.C.

THE "AT HOME" arranged for SATURDAY the 4th INST. is CANCELLED owing to weather interfering with Semi-finals.  
The following Finals will, however, be played on SATURDAY, the 4th INST.

LADIES SINGLES HANDICAP.  
3 P.M.  
Miss LUARD (Scr.)  
Mrs. THORP (Res. 2/6)  
MIXED DOUBLES CHAMPIONSHIP.  
SHIP.  
3.15 P.M.  
Dr. and Mrs. TOTTEHAM.  
Major LUCAS and Mrs. GRIMBLE.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 5th DAY of FEBRUARY, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of Three Lots of CROWN LAND at Prince Edward Road, Ma Tau Wei in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's lands, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

| No. of Sale | Locality.                    | Boundary Measurements. | Area (sq. ft.) | Annual Rental | Upset Price |
|-------------|------------------------------|------------------------|----------------|---------------|-------------|
| 1           | Kowloon Island Lot No. 2087. | As per sale plan       | 708            |               |             |
| 2           | Kowloon Island Lot No. 2088. | As per sale plan       | 102,260        |               |             |
| 3           | Kowloon Island Lot No. 1099. | As per sale plan       | 158            |               |             |

## ST. STEPHEN'S COLLEGE.

SCHOOL will RE-OPEN FEBRUARY 8th. Examination for New Students. TUESDAY, FEBRUARY 7th, at 9.30 A.M. For Prospectus, for Boarders and day-boys apply to ST. STEPHEN'S COLLEGE, Prospect Place. [5835]

## NOTICE.

MONIES up to \$100,000 are available for investment on 1st Class Mortgage Security subject to a Trustee Valuation.  
Apply—Messrs. DEACONS, Prince's Buildings. [5791]

## INTIMATIONS.

## NOTICE.

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY ANNUAL MEETING of Shareholders in the Company, will be held at the Registered Office of the Company, 8th Floor, Prince's Buildings, Pedder Street, Hong Kong, on MONDAY, the 5th DAY of FEBRUARY, 1928, at 10.30, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1927, to confirm the appointment of Three Directors, and to elect Two Directors and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, JANUARY 30th, 1928, to MONDAY, FEBRUARY 5th, 1928, Both Days inclusive.  
By Order of the Board of Directors,  
D. L. KING, Secretary.  
Hong Kong, Jan. 25th, 1928. [5807]

## UNION WATERBOAT CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Office of Messrs. DODWELL & COMPANY, LIMITED, on TUESDAY, the 7th FEBRUARY, 1928, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st DECEMBER, 1927.  
The TRANSFER BOOKS of the Company will be CLOSED from the 30th JANUARY to 7th FEBRUARY, 1928, both dates inclusive.

## DODWELL &amp; CO., LTD.

## General Managers.

[5863]

## HUMPHREYS ESTATE &amp; FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hong Kow Hotel, Hong Kong, on THURSDAY, the 9th FEBRUARY, 1928, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st DECEMBER, 1927.  
The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 1st FEBRUARY, to FRIDAY, 10th FEBRUARY (Both Days inclusive), during which period No Transfer of Shares can be registered.  
JOHN D. HUMPHREYS & SON, General Managers.  
Hong Kong, 25th Jan., 1928. [5608]

## THE "STAR" FERRY CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., on THURSDAY, the 10th FEBRUARY, 1928, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st DECEMBER, 1927, and if thought fit to sanction the Payment to the Directors of the Yearly Sum of \$1,000.00 as an Annual Bonus in addition to the Yearly Sum of \$1,000.00 payable to them under paragraph 98 of the Company's Articles of Association as from the 1st JANUARY, 1928. The purpose of this is to make effective the following Resolution passed at the Annual Meeting of the Company held on 29th JANUARY, 1927:—"That the Directors' remuneration be increased from \$1,000.00 per annum to \$2,000.00 per annum."

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 5th FEBRUARY, 1928, to THURSDAY, the 10th FEBRUARY, 1928, Both Days inclusive.  
By Order of the Board of Directors,  
F. H. CHAPPELL, Secretary.  
Hong Kong, 30th Jan., 1928. [5825]

## THE "SAN-PAN CIRCUS."

"SAN-PAN" CIRCUS, returning from AMERICA, are giving SHOWS at PRAYA EAST RECLAMATION AREA to Commence from 23rd JANUARY, the CHINESE NEW YEAR DAY.  
Expert European Bandmen and Dancing Girls have been employed.

## PRICES.

1st CLASS ... \$2.00  
2nd " ... \$1.20  
3rd " ... \$0.50

## TIME TABLE.

HOLIDAY SHOWS—  
From 1.30 P.M. to 4.30 P.M. DAILY.  
NIGHTLY SHOWS—  
From 7.30 P.M. to 10.30 P.M.

## INTIMATIONS.

## HONG KONG JOCKEY CLUB.

## RACE MEETING, 1928.

13th, 14th, 15th AND 18th FEBRUARY.

## MEMBERS' BADGES.

MEMBERS' BADGES of Admission are now ready and may be obtained by those Members who have not already received them, from Messrs. LINSTRAD & DAVIS, Alexandra Buildings. Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

## MEMBERS' ENCLOSURE.

Members have the privilege of introducing Two Non-members to the Members' Enclosure.  
A Limited Number of Tickets are available and may be obtained from Messrs. LINSTRAD & DAVIS, Alexandra Buildings, on or before SATURDAY, 11th FEBRUARY, 1928, at a Cost of \$10 Each Per Day or \$30 for the Meeting.  
The Charge for Admission for Ladies to the Members' Enclosure will be \$4 Per Day. Each Member can obtain upon application to the Secretary, Badges for the Admission of Two Ladies Free of Charge. On no pretext will Children be permitted in either Enclosure during the First Three Days Racing.

## PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, Price \$3 Per Day, for all Persons including Ladies, may be purchased from Messrs. KELLY & WALSH, LTD., or at the Gate.  
Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 Per Day.  
Admission by Ticket only.

Bookmakers, etc. The Ten, etc. will not be permitted to operate within the Precincts of the Hong Kow Jockey Club during the Race Meeting.

## SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. LINSTRAD & DAVIS, Alexandra Buildings. Employers are requested to distribute them with discrimination, and to endorse their Names on the Passes.  
Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' hands.  
Any Persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the Enclosure.

By Order,  
C. B. BROWN, Secretary. [5829]

## NOTICE.

THIS is to announce that, with the approval of the Western Australian Government and South Australian Government, we have been appointed by the WESTERN AUSTRALIAN SANDALWOOD MERCHANTS' ASSOCIATION, LTD., and the CO-OPERATIVE SANDALWOOD CO., LTD., of South Australia, their SOLE AGENTS in Hong Kong and China for the Distribution of Sandalwood to be exported from Western Australia and South Australia.

## THE KWONG SHING CHEONG SANDALWOOD ASSOCIATION, LIMITED.

[5829]

## TO LET.

FROM 1st MAY for 6 Months "KIEK-UT" STUBBS ROAD, Eight Rooms, Fully Furnished and Garage—Apply Box 5837, c/o Hong Kong Daily Press. [5837]

## TO LET.

A FLAT IN CANNARYS BUILDINGS Kowloon—Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5817]

## TO LET.—From First FEBRUARY.

No. 2, KELLET HOUSE, PRAY, Room, Flush System, Separate Kitchen, Servants' Quarters, All Modern Conveniences—Apply DEACONS, PRINCE'S BUILDINGS. [582]

## SCHOONER WANTED.—About 25

Tons, with or without Auxiliary Engine. A.I. Condition. Essential. Full particulars to J. S. Box No. 5836, c/o Hong Kong Daily Press. [5836]

## TO LET.—WEST LODGE No.

151, MAGAZINE GAT ROAD, Apply—CORRELL, c/o PALMER & TURNER. [5804]

## DEATHS.

CARION.—On January 27th, at Shanghai, MARIA LEALMIDE CARION, aged 51 years.

DIVERS.—On January 22nd, at Wuhu, from pneumonia, WILLIAM DIVERS, of Jardine, Matheson & Co., age 43.

DONOVAN.—On November 19th, at "Shamrock" Parklands Avenue, Bognor Regis, Hampshire, wife of J. P. DONOVAN, retired Commissioner Chinese Postal Administration.

WILSON.—On January 17th, at sea suddenly on a.s. President Wilson, JAMES W. WILSON, of Harold F. Ritchie Inc., New York. Buried in Kobe.

SILAS.—On December 23rd, at 52, Queen's Gate, S.W.7, KATE, widow of DAVID SILAS, late of Shanghai.

## INTIMATIONS.



AWARDED  
50  
GOLD AND PRIZE  
MEDALS!

## IT NEVER VARIES.

## SOLE AGENTS—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Phone C. 618. Established 86 years.

[50]

## BIRTHS.

GRANT.—On January 26th, at Shanghai, to Mr. and Mrs. W. GRANT, a son.

HINDLE.—On January 27th, at Shanghai, to Mr. and Mrs. R. W. HINDLE, a son.

## MARRIAGES.

ARCHER—TAYLOR.—On January 7th, 1928, in London, quietly, owing to family mourning, HENRY ALLAN FAIRFAX BEST ARCHER, O.B.E., H.M. Consular Service in China, eldest son of the late Major H. Fairfax B. Archer and Mrs. O. M. Archer, of Linnet House, Bury St. Edmunds, to Ruth Isabel, eldest daughter of Mr. ARTHUR H. TAYLOR and the late Mrs. M. E. Taylor, of Winton, Wallington, Surrey.

CUTHBERT—KODGEMAN.—On January 21st, at Shanghai, JOHN MURRAY, son of Mr. and Mrs. JAMES MURRAY CUTHBERT, of Cambusbarrow, Strirling, Scotland, to ARY LOUISA, daughter of Mrs. CHAS. W. CLIFFORD and the late CHAS. W. CLIFFORD, Shanghai.

Hong Kong Office: 11, Ice House Street.  
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

Hong Kong, FEBRUARY 1st, 1928.

## EARL HAIG.

FEW personalities had so strong a hold on the affection of the British people as the late Field Marshal EARL HAIG, and it was hoped that, like Lord Roberts and the Duke of Wellington, he might be long spared to carry on his excellent and unostentatious work on behalf of the men whom he had commanded during the Great War. Earl Haig seemed, like Wellington, to possess the quality of unshakable nerve. Victory and defeat found him equally unperturbed, and when the great struggle was over he retired

from the centre position which he had occupied to lead his whole prestige to work that brought no personal reward beyond its own accomplishment. Had he wished any position either of Imperial pre-eminence or of political distinction would have been open to him. But the Commander-in-Chief of the greatest British army that ever took the field preferred to devote himself wholly to the welfare of the ex-Servicemen through such organisations as the British Legion and Earl Haig's Fund.

The very qualities of modesty and self-effacement which were the foundation of his unique position in the British nation drew upon him many attacks and criticisms. Mr. H. G. Wells, in his "Outline of History," makes a singularly ill-informed attack, more by suggestion and omission than by any clear statement of where the British Higher Command went wrong. Mr. WINSTON CHURCHILL is scarcely more generous in "The World Crisis, 1918-1919." But in the latter case the facts speak louder than the personal bias of the author.

Earl Haig has been most sharply attacked for the Somme operations in 1918 undertaken largely to relieve the pressure on Verdun, but there is another side to the question. "The mass attacks," says Lord STYDENHAM, in the *Quarterly Review*, "were not far from success, and it is LUDENDORFF who declared that the decline of the military might of Germany dates from 1918 when 'we were completely exhausted on the Western Front' while Mr. CHURCHILL himself admits that 'never again did the mass of German rank and file fight as they fought on the Somme.'" In 1917 the prolonged attacks on Passchendaele had to be undertaken while Britain restored the discipline and morale of the French army which had suffered as the result of General NIVELLE's failure.

Earl Haig had the double task of standing firm both against the attacks of the enemy in front and the interference of people in authority who knew and understood less of the situation than himself. In August, 1918, shortly before his final triumph, the breaking of the Hindenburg line, came a Cabinet warning against incurring the losses which a great offensive would involve. Mr. CHURCHILL was busily planning the "unfought campaign" of 1919 but "the obstinacy of Foch and Haig" forestalled the need for that masterpiece. The statesman here admits that the British general had a "truer view" of the situation than the "national leaders."

Earl Haig was confronted during the war with the task of handling armies far exceeding Britain's peacetime strength. That this problem would have to be faced in the event of a Continental war had by no means escaped Lord HALDANE, the brilliant group of soldiers, including Haig, whom he gathered round him during his notable period of administration at the War Office. These men did all that was humanly possible to fit themselves for the struggle that they knew might be precipitated at any time. Particular attention was paid to the study of the American Civil War when men like GRANT and LEE, trained in the small American Army, found themselves leaders of a nation's mobilised manpower. Earl Haig undoubtedly spent his whole career preparing himself for the task which he was eventually called upon to shoulder.

To his place in history and to other men's judgments Earl Haig was severely indifferent. Alone, with Foch, he among the war leaders has published neither memoirs nor apologia, and for this he won men's respect. He had carried his work to a successful conclusion and preferred to leave it to others to say whether it might have been better done. Quite rightly there has been plenty of investigation, and the more carefully the facts are considered, the more his decisions are upheld. The task of working with allies is always exceedingly difficult and the manner in which Haig supported the unity of command, under Marshal Foch, is beyond praise. The partnership between the two regents of Prince EDUARD and MANTOUFLOU, the greatest of all English soldiers.

New classes in Cantonese will begin at the University to-day.

The late Mr. Thomas Thorburn, M.V.O., R.N.R., of Eildon Bank, Melrose, sometime chief engineer with the P. & O. Service, left personal estate to the value of £3,757.

The Right Rev. G. D. IRELL, D.D., Vicar of Goolse, Rural Dean of Snaith, and former Bishop in Shanghai, has been appointed Rector of Pencombe, Worcester.

The late Captain Alfred Edward Ansell Baker, of Hill House, Wansford, Peterborough, formerly Captain in the P. & O. service, left £7,097 (net personality £3,000).

The total output of the Kailan Mining Administration's mines for the week ending January 14th amounted to 73,980 tons, and the sales during the period to 103,374 tons.

Lady Tyrwhitt and Commodore and Mrs. Pearson left for Manila last evening on the s.s. *President Madison*. Commodore and Mrs. Pearson are returning to Hong Kong by the *President Madison*.

Among the passengers arriving here on the s.s. *President Madison* yesterday was Mr. Arsenio Luz, of the Philippines Independence Mission, after a visit to the United States, with the Quezon party.

Mr. J. Pote Hunt, Shanghai's most successful rider, arrived in Hong Kong yesterday morning by the s.s. *President Madison*. He has come here to take part in the Hong Kong Jockey Club's annual race meeting. He will be riding for the "Eve" stable.

Sir Miles W. Lampson, K.C.M.G., C.B., M.V.O., who is to pay a visit to Hong Kong shortly, returning the visit of Sir Cecil Clementi, K.C.M.G., Governor of Hong Kong to Peking, is expected here about the end of February. He is also to visit Canton. Sir John Tilley, British Ambassador to Tokyo, is also to pay a visit to Hong Kong in the near future.

Ng Sing, the chief of the Chinese District Watchmen attached to the Secretariat for Chinese Affairs, died at the Tung Wah Hospital on Monday morning, after over 30 years' Government service. Sub-Inspector Andrew, who is in charge of the watchmen, and about two hundred of the deceased's colleagues and friends were present at the funeral, which took place in the afternoon.

Lord Mervill, in the Divorce Court, on December 21st, granted a decree nisi to Lady Margaret Elizabeth Gaunt, now living at Monaco, and formerly of Gaunt's Wood, Leek (Staffs) for the dissolution of her marriage with Vice-Admiral Sir Guy Reginald Archer Gaunt. The marriage dissolved took place at St. John's Cathedral, Hong Kong, on November 23rd, 1904. Lady Gaunt then being a widow.

## OBITUARY.

## CAPTAIN D. L. NEILSON.

The death has occurred at Edinburgh of Captain David Landale Neilson. Captain Neilson retired two or three years ago from the service of the Peninsular and Oriental, after having had command of their biggest ships. During the war he was torpedoed when in command of a hospital ship, and for his services in the Royal Naval Reserve he was awarded the Royal Naval Reserve decoration.

## HEALTH OF THE COLONY.

There were more notifications than usual last week of infectious disease in the Colony there being eight new cases and 5 deaths made up as follows:—

Small-pox:—1 death.  
Diphtheria:—3 new cases; 1 death.  
Enteric:—4 new cases (2 British, 1 Portuguese, 1 Indian; 1 death).  
Cerebro-spinal fever:—1 new case; 2 deaths.  
There was also a fatality from influenza.

On Monday 1 case (Chinese) of enteric was reported.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.05 p.m., stated:—  
The anti-cyclone has strengthened slightly. It is central to the North of the Lower Yangtze Valley. Fresh to strong monsoon may be expected along the S.E. coast of China and over the North China Sea.  
Local Forecast: North winds, fresh, overcast at first, finer later.

## THE POLICE RESERVE.

## YESTERDAY'S INSPECTION.

## CONGRATULATIONS BY THE C.S.P.

An official inspection of the Hong Kong Police Reserves was carried out by the Captain Superintendent of Police, the Hon. Mr. E. D. C. Wolfe, C.M.G., at police headquarters yesterday afternoon. There were over a hundred men of the Chinese and Indian Sections and the Flying Squad on parade. Officers present were Commander G. B. Hartford, R.N. (Hon. Commissioner), Mr. Bishen Singh and Dr. S. W. Tso (Assistant Hon. Commissioners), F. Mow Fung, Sirdar Khan and Dr. G. H. Thomas (Assistant Superintendents), E. Mow Fung, Chan U Teng and Khawas Khan (Inspectors).

There was a march past and the men formed then into a square and were addressed by the Captain Superintendent of Police. A presentation was also made to a Chinese member of the Reserves.

Mr. Wolfe said that it gave him great pleasure to be present at the first annual inspection and to see that the turnout, considering the short time they had been under training since the formation of the Reserve unit, was very satisfactory indeed.

On such an occasion it was necessary to say a few words regarding the formation of the Police Reserve and the events which led up to it. About four or five years ago there was trouble in the adjoining province and this kept the Special Constables constantly at the call of the C.S.P. Since 1923 practically, and certainly since 1925, Special Constables have been on the roll and could be called out at any moment. It seemed obvious that a certain number of auxiliaries should be given special police training and formed into an efficient unit.

Mr. Wolfe said that he was indebted to these gallant gentlemen who started the Police Reserve and made a great personal sacrifice to get a trained organization which will always be ready if trouble threatens. He commended Dr. S. W. Tso for the splendid manner in which he came forward and assisted by Mr. Mow Fung, formed the Chinese unit. He also praised Mr. Bishen Singh and Mr. Sirdar Khan for their work on the roll of the Indian Contingent and Dr. Thomas and others for forming the Flying Squad which was doing good work.

## An Efficient Force.

Continuing, Mr. Wolfe said he was confident that the Reserves would be of the greatest help to the Colony in time of trouble and he impressed on all ranks the necessity of making themselves efficient in the theoretical as well as the practical side of police work. He would rather have a small and efficient body than a large number who would not be available when they were required.

Thanks were also expressed to Mr. E. R. Dovey for his assistance in starting the Sharpshooters Company, which Mr. Wolfe hoped to inspect on a latter occasion.

In expressing thanks also to Commander Hartford for his valuable services, Mr. Wolfe said that it was a matter for very great regret that this officer was shortly leaving them.

Further appreciative remarks were made in respect of the training given by members of the Hong Kong Police Force, particularly the Principal of the Police Training School, Inspector Patterson and Staff Sergeant J. Hunt. In conclusion, Mr. Wolfe called on all members of the Reserve to continue their good work.

## Presentation to A Reservist.

Chinese Police Reservist Au Yeung received recognition of his work in a recent case, being called out of the ranks by the Captain Superintendent and presented with a silver cigarette case. Mr. Wolfe said that the gift was made on behalf of the Director of Criminal Intelligence (Mr. T. H. King) and he thanked him for his excellent services.

## ORGAN RECITAL.

LAST EVENING AT ST. JOHN'S CATHEDRAL.

In aid of the organ fund, another organ recital was given last evening at St. John's Cathedral by Mr. F. Mason, A.R.C.O., L.T.C.L., the Cathedral Organist. The programme was much appreciated.

The first item was the choral prelude (a) "A Rose Breaks into Bloom" (Brahms) and (b) "The Old 104th" (Parry).

This was followed by Bach's Aria from the Suite in D and "Passacaglia."

Rheinberger's Allegro Marziale in E Sharp was next given, this being followed by "The Question" and "The Answer" from Wabers.

The second part of the programme opened with Ravel's "Petite Pastorale," which was followed by Lemare's "Spring Song," the recital being concluded with Rowley's Rhapsody in D.



## PEKING EXPERIENCING EXCEPTIONAL BUSINESS DEPRESSION.

400 FIRMS REPORTED UNABLE TO CONTINUE AFTER NEW YEAR.

SHANGHAI CHINESE AUTHORITIES AND THE FOREIGN CONCESSIONS.

A NAIVE DECLARATION.

## SOUTHERN ARMY MAKING HEADWAY IN THE NORTH.

Native newspapers report that "exceptional business depression" has marked the New Year. Upwards of 400 firms are reported to have "failed to continue business" and the Peking General Chamber of Commerce intend to inquire into the matter.

Vernacular newspapers report that the Municipal Government of the Chinese native city "intends to withdraw their recognition of the Shanghai Foreign settlements." The said "Government" naively declares that they have re-named the French and International Settlements.

Marshal Feng's troops are reported to have captured an important south Chihli city and are looking forward to effecting an early junction with Shanghai troops.

## PEKING BUSINESS DEPRESSION.

(Wah Tsz Yat Pao.)

SHANGHAI, Jan. 31st. According to a despatch from Peking, exceptional business depression has marked the Chinese New Year there. The Peking General Chamber of Commerce has announced that as a result of an investigation it finds that over 400 firms have failed to continue business. In view of such a deplorable condition, the Chamber has decided to call a meeting to inquire into the matter.

## MARSHAL FENG'S ARMY FORGING AHEAD.

(Wah Tsz Yat Pao.)

SHANGHAI, Jan. 31st. Marshal Feng Yu Hsiang declares that his army captured Shihchiachwang, an important city in Southern Chihli, on the 27th inst. He adds that as soon as conjunction with the Shansi troops and his troops is effected, another campaign will be carried out towards Northern Chihli along the Kin-Han Railway.

## GENERAL TAN YAN KAI'S VIEWS.

(Wah Tsz Yat Pao.)

SHANGHAI, Jan. 31st. General Tan Yan Kai, chairman of the Nationalist Government, reported at a regular meeting this morning that although the party differences had not been satisfactorily settled, in view of the much-postponed Kuomintang Conference, the Northern Expedition was being carried on successfully. He said that as soon as the Hankow troops were completely eradicated and hostile remnants in Hunan subjugated, the Nationalist Government would order them to march back to Hupoh and participate in the expedition against the Northerners.

General Li Chung Lin, formerly Tupan of Chihli and Marshal Chang Tso Lin's subordinate, telegraphed to Marshal Chiang Kai Shek expressing his willingness to assist the Kuomintang in the national revolution. He says that Chang Tso Lin still dreams of military dictatorship in the face of the awakening of the Chinese masses.

The Hankow troops are pushing their way southwards and are reported to have taken Hengchow, while another force is attacking Suengteh.

## SHANGHAI NATIVE CITY PERTURBED.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Jan. 31st. The Kuo Min news agency states that the Bureau of Public Safety has ordered the arrest of Marshal Sun Chuan Fung's agent, Cheng Chun Yen, and also General Li Kuo Tung, the ex-Tupan of Kiang-shi; Yuan Koh Wen, the son of Yuan Shi Kai; and Feng Hua Tang, all of whom it is alleged have been plotting an uprising against the Nationalists in Shanghai.

## SIR MILES LAMPSON'S TRIP TO SOUTH CHINA.

STATEMENT BY REUTER.

THE TARIFF QUESTION.

(THROUGH REUTER'S AGENCY.)

PEKING, Jan. 31st. Contrary to the Japanese reports Sir Miles Lampson's trip to South China is not connected with the tariff question.

Reuter learns on most reliable authority that there is no question of a resumption of the International Tariff Conference and that the Peking Government will not appoint Mr. Edwards Inspector-General, at least until after his return from the South.

Mr. Edwards informed Reuter that he would discuss various tariff questions with the South on the basis of the proposals he had made last August. Naturally, the details could not be divulged in advance.

Important developments are expected in Shanghai in view of the fact that in addition to the visit of Mr. Edwards, Messrs. Mead and McLorn, who are prominent in the Salt Gabelle and Post Office, respectively, are both in Shanghai negotiating with the South while the French Minister, M. Martel, is at present believed to be in Nanking.

## GREEK LOAN.

HOW IT IS ALLOCATED.

## LONDON PORTION QUICKLY OVER-SUBSCRIBED.

(THROUGH REUTER'S AGENCY.)

LONDON, Jan. 31st. The Greek Loan, floated under the auspices of the League of Nations, has been issued £2,370,000, being subscribed in London, £800,000 in Italy and Sweden, and £1,770,000 in bonds in New York and Zurich.

The London issue was quickly over-subscribed.

## JAPANESE BLUEJACKETS.

200 TO BE WITHDRAWN FROM TSINGTAO.

(THROUGH REUTER'S AGENCY.)

TOKYO, Jan. 31st. The Navy Office has ordered the withdrawal of 200 bluejackets from Tsingtao.

## PREDICAMENT IN SHANTUNG.

CHANG'S POSITION ALMOST UNTENABLE.

ANKUOCHUN'S NEW YEAR CONFERENCE.

PEKING, Jan. 29th. The results of the Ankuochun New Year conference have either been unimportant for every secret, for it is denied that Chang Chung Chang's position was discussed, writes Mr. Rodney Gilbert in N. C. Daily News. The public are incredulous, since it is widely known that his position in Shantung is almost untenable, while the retention of the province depends solely on Sun Chuan Fang.

Prior to the New Year, Chang Chung Chang's front line troops refused to consider further warfare unless they were paid, wherefore they were withdrawn and replaced by Sun's men. Chang then, stirred by Peking, made a vigorous survey of his forces, with a view to reorganization, to personally inspecting about 80 per cent. of all units and discovering that his paper army of 100,000 actually was 40,000 odd. Six thousand useless men were disbanded, with 80 each and a suit of civilian clothes, also 800 Russian officers and men. The men retained received 83 each, irrespective of the pay due to them. The larger share of the Shantung revenues already goes to Sun's army, which is well paid and equipped.

Large bodies of Chu Yu Pu's troops have been withdrawn to the Taining area, via the Wei River and the Grand Canal and to the Tainpu Railway north of Tainan. The reason is unknown, unless the Kuomintang occupation of the north bank of the Yellow River below Taining has prompted the substitution of Sun's forces there also.

## GENERAL SIR JOHN DUNCAN.

GIVEN A GREAT SEND-OFF AT SHANGHAI.

INTERNATIONAL GUARDS OF HONOUR.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Jan. 31st. General Sir John Duncan sailed for Home this afternoon on the P & O. Malva, after numerous banquets and presentations.

The United States' Marine Corps, French, Italian, Portuguese Forces, the Second Suffolk, Municipal Volunteers and Police furnished Guards of Honour while hundreds of Chinese and foreign prominent persons personally bade him farewell and cheered while General Duncan embarked on a Navy launch for the Malva.

## U.S. SUBMARINE "S3."

IN ATLANTIC FOR TWO DAYS.

FOUND AFTER A LONG SEARCH.

(REUTER'S AMERICAN SERVICE.)

Another U.S. submarine disaster is feared, following the absence for two days of the news of the Submarine S3, which was separated from the parent ships during a severe gale in the Atlantic on Saturday.

Aeroplanes of the U.S.S. Saratoga and submarines have been searching for the missing submarine without success. The S3 is a sister ship to the ill-fated S4 which was sunk with the loss of all lives recently in a collision with the U.S.S. Nautilus. The message giving the news is as follows:—

WASHINGTON, January 30th. The U.S. Navy Department has reported that the submarine S3, the sister ship to the ill-fated S4, became separated from the Submarine Control Force in the course of a severe gale a hundred miles south of Cape Hatteras. It has not been heard of since Saturday.

The submarine was on their way from Hampton Roads to Guantanamo, Cuba.

The new aircraft carrier, the U.S.S. Saratoga, the submarine tender, U.S.S. Caden, and seven submarines are now searching for her.

The Navy Department has ordered three light-cruisers, and a squadron of destroyers to proceed from Guantanamo Bay, Cuba, in search of the missing submarine.

The Department expressed the opinion that there is no need to fear a fatal accident as it is not unusual for small vessels to lose touch in bad weather.

New York, Jan. 31st. Submarine S3 is safe.

## PRESIDENT COSGRAVE.

IN CANADIAN RAILWAY ACCIDENT.

NINE MEN INJURED.

(REUTER'S AMERICAN SERVICE.)

OTTAWA, January 30th. The special train carrying President Cosgrave from Montreal was wrecked at Casselman through running into an open switch.

It is officially stated that the car carrying Mr. Cosgrave and his party was derailed but remained upright. None of his party suffered injuries.

Unofficially it is reported that the driver and fireman were killed.

Functions Postponed.

OTTAWA, January 30th. The foreman of the permanent way gang was the only fatality in the Cosgrave train smash, though the driver and fireman were seriously injured.

Four cars were derailed but the one carrying President Cosgrave remained on the rails.

A large crowd including many members of the Canadian Cabinet and a military guard of honour were waiting at Ottawa station to welcome the Irish President. In whose honour a series of important functions had been arranged for to-day.

On learning of the wreck the would-be welcomeers dispersed, but a special train was dispatched to the scene of the accident to bring President Cosgrave and his party to the capital.

Nine Injured.

OTTAWA, January 31st. It is now learned that nine men were injured in the train smash, three of whom are in hospital in a serious condition.

President Cosgrave reached Ottawa yesterday afternoon and visited the injured men.

It is officially stated that the disaster was quite evidently a pure accident.

## CANADA'S POLITICAL PROBLEMS.

OPPOSITION LEADER DENOUNCES EXCHANGE OF MINISTERS.

ADVOCATES RELIANCE UPON "THE OLD FLAG."

(THROUGH REUTER'S AGENCY.)

OTTAWA, Jan. 31st. Mr. Bennett, in his first extended speech in the House of Commons as Opposition leader (and to which President Cosgrave listened from the gallery), objected to the exchange of Ministers between Canada and foreign Powers. He said that it involved implications fraught with great dangers. "What we want are Trade Commissioners, not men to carry on diplomatic relations touching matters which caused wars in other days. We should look to the old flag and the British Navy for protection of our diplomatic relations."

Mr. Bennett particularly objected to the proposed appointment of a Minister to Tokyo and dwelt on the decrease in Canadian exports, the diminution of the earnings of railways and the continued exodus of population to the United States. He pointed out that while immigrants in 1925 from Britain numbered 59,000 and from the Continent 8,000, the figures for 1926 were 40,000 and 73,000, respectively. He urged parliamentary investigation.

Mr. Mackenzie King, the Premier, in the course of his reply said that Canada's favourable trade balance was \$151,000,000 and was still the largest of any country in the world.

The Commons adjourned early to attend the Speaker's reception in honour of President Cosgrave, whom the Government afterwards invited to dine.

## PAN-AMERICAN CONFERENCE DECISIONS.

(REUTER'S AMERICAN SERVICE.)

HAVANA, January 31st. The Committee of the Pan-American Conference has unanimously rejected the Mexican proposals that the election of the Chairman of the Pan-American Union should go to every country by alphabetical rotation.

It has also taken a step towards the inclusion of Canada in the Pan-American deliberations by approving with special reference to Canada that the inter-American commercial aviation treaty should be sent to all open adherents in the Western Hemisphere.

## GREATER SEMINOLE OILFIELD.

THE "SHUTDOWN" REGULATION.

(THROUGH REUTER'S AGENCY.)

TULSA, Jan. 31st. Operators of the greater Seminole Oilfield have agreed to extend the present "shutdown" regulations until April 1st.

## PLOT AGAINST LIFE OF MR. J. McNEILL.

(THROUGH REUTER'S AGENCY.)

LONDON, January 30th. Many detectives awaited the arrival of the steamer carrying Mr. James McNeill at Kingstown.

Interviewed in Dublin by Reuter's representative, the new Governor-General of the Irish Free State declined to take the reports of plots against his life "too seriously."

Elaborate precautions were taken by Scotland Yard to ensure the safety of Mr. James McNeill, when the Dublin police communicated information regarding an alleged plot to assassinate the new Governor-General. Armed detectives never left him.

## P. &amp; O. "MANTUA" DAMAGED PROPPELLOR.

MISHAP IN CHANNEL ON WAY TO EAST.

PUTS INTO SOUTHAMPTON FOR REPAIRS.

(THROUGH REUTER'S AGENCY.)

LONDON, January 30th. Bound for Hong Kong and Yokohama, the P. & O. s.s. Mantua put into Southampton to-day with a damaged propeller. She went into dry-dock and the repairs are likely to occupy three weeks.

The P. & O. s.s. Mongolia has been sent to Southampton from London to take the Mantua's passengers. She is expected to sail for the East to-night, calling at the usual ports.

The s.s. Comorin is proceeding from Algiers to Marseilles to take on overland passengers and mails for transfer to Razmak and Aden.

## THE LATE FIELD MARSHAL HAIG.

DOCTORS' VIEWS ON THE CAUSE OF HIS DEATH.

MANY TRIBUTES.

[BRITISH WIRELESS SERVICE.]

ROBRY, Jan. 30th. Great strain of the war is understood to have been the cause of the death of Field Marshal Earl Haig. Medical expert opinion, it appears, hold that a muscle of the Field Marshal's heart had grown older than the heart itself through strain and had collapsed.

Earl Haig had come from Edinburgh to London to spend the weekend, and, to attend a gathering of Boy Scouts on Saturday afternoon. He had consulted a doctor about his health before leaving Scotland and was to proceed shortly to the Riviera.

He was about to retire when he collapsed last night at the home of his brother-in-law in London and died soon afterwards. Earl Haig was 63 years of age. Hundreds of messages of condolence have been received by Lady Haig during the day.

It is expected that the deceased Field Marshal will be interred in St. Paul's Cathedral, where the Duke of Wellington, Lord Nelson, Roberts and Wolsley, and other great soldiers are buried. It is considered possible that Marshal Foch will attend the funeral and it is also suggested that King Albert, of the Belgians, may do so.

The "Back To The Wall" Message.

The newspapers devoted columns on Monday to the man who led the British army to victory in the greatest "war of all times." The famous "back to the wall" message which he issued to the British troops in 1918 when the Germans launched the heavy offensive in the direction of Calais is reproduced. The message startled his army as much as it heartened them, if only because it was the first time that that rather aloof Commander-in-Chief betrayed a touch of emotion.

Many amongst us now are tired. To those I would say that victory will belong to the side which holds out the longer. There is no other course open to us but to fight it out. Every position must be held to the last. There must be no retreat. With our backs to the wall, and believing in the justice of our cause, each one of us must fight on to the end. The safety of our homes, and the freedom of mankind depends on the conduct of each one of us at this critical moment.

Tribute is paid to Earl Haig's self-abnegation when he consented to the allied armies being placed under the unified command of Marshal Foch.

Personal messages from statesmen and generals are published.

Mr. Lloyd's George's Tribute.

Mr. Lloyd George, who was Premier during the critical days of the war, says: "My personal relations with Earl Haig were always of the very best. Whatever arrangements were made, whether he liked them or not, he very faithfully carried out the policy that had been laid down. Specially did he show that quality when we decided upon a unity of command and the British Army was placed under the control of Marshal Foch. Whatever might have been his personal views upon the matter he carried out honourably every particular of understanding that was arrived at. He behaved not merely like a patriot but like a great gentleman."

Tributes From France.

M. Clemenceau, the Prime Minister of France at the time of the victory, says: "In my estimation Earl Haig was the best general Britain ever had and his was the largest contribution towards the allied victory."

M. Painleve, the French War Minister, has telegraphed to the British War Office: "Our army offers its homage in recognition of the great qualities which were shown in his glorious mission and fearless part which he played in the common victory. It feels deeply the loss which England has suffered and offers the British Army in the name of the French Army and myself expression of my profound sympathy."

## HONG KONG'S MESSAGES OF SYMPATHY.

The following telegram has been despatched to the Headquarters of the British Legion in London:—

"Hong Kong and China Branch desire to express sense of profound loss and deepest sympathy to Lady Haig in great bereavement."

P. & O. Hon. Secretary.

(Continued at foot of next column.)

## U.S. WARSHIP PROGRAMME.

STATEMENT BY THE BUDGET OFFICER.

G.\$88,253,000 FOR NEW AIRCRAFT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 31st. Before the House of Representatives' Naval Committee, Captain John Gummell, Budget Officer of the Aeronautics Bureau, stated that the expenditure of G.\$88,253,000 would be necessary for the purchase and maintenance of aircraft for the five aeroplane carriers and 25 scout cruisers contemplated in the new warship construction programme. 759 planes would be needed for the vessels themselves and 731 more for replacement and training purposes.

## U.S. NAVAL POLICY.

PRESIDENT APPROVES OF "FAST BUILDING."

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, January 30th. Speaking at the semi-annual Government business meeting, President Coolidge again emphasised the need for maintaining a well-balanced Federal budget and reducing the National Debt. At the same time, he deprecated stunting activities vital to the safety and well-being of the nation.

Calling attention to the naval programme, President Coolidge said the plan he endorsed did not contemplate any limitation of time as regards the beginning or completion of the tentative programme, but contemplated the building of ships as fast as possible.

## RUSSIAN RAILWAY PROJECT.

PURCHASES IN U.S.A.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, January 30th. The Soviet Railway delegation now visiting the United States, purchased in Cleveland a number of locomotives, steam shovels, drilling implements and motor-cars for use in the construction of the proposed 900-mile railway connecting Tashkent with Novosibirsk.

The line is being built in order to carry large quantities of grain, timber, etc., produced in the region into Central Asia, where it is hoped to stimulate the production of cotton and tobacco.

## MEXICAN REBELS ROUTED.

FEDERAL TROOPS.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, January 31st. A thousand Federal troops engaged six hundred rebels entrenched in the mountains in Michoacan State, and completely routed them. The attack was made on the 27th. The Federal losses were sixteen killed and twelve wounded.

## TRANS-ATLANTIC TELEPHONY.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, January 30th. The telephone service between Holland, the United States and Cuba was opened to-day.

## CATHOLIC COLLEGE DESTROYED.

CONFLAGRATION AT PHILADELPHIA.

[THROUGH REUTER'S AGENCY.]

PHILADELPHIA, January 30th. Fire broke out in the Villa Nova Roman Catholic College last night, the main building being completely destroyed.

## MAROONED ON ICEBERGS.

SIXTY MEN AND HORSES IN PERIL.

[THROUGH REUTER'S AGENCY.]

MOSCOW, January 30th. A violent storm in the Sea of Azov detached several huge ice-blocks from the ice-floes on the surrounding coast, carrying them out to sea with some sixty sledges, men and horses marooned on the blocks.

Another message from the Colony to Lady Haig was as follows:—

Ex-Active Servicemen's Association of Hong Kong express grief at Empire's loss and sympathy with you.

Hong Kong Men to Attend The Funeral.

Mr. R. K. Hepburn, a member of the Association, who is at present on Home leave, has telegraphed to say that he intends being present at Earl Haig's funeral and to send wreaths on behalf of the Association as well as of the Hong Kong Branch of the British Legion, of which he is a member of the Committee.



THE INTERPORT GOLF TEAMS.

POINTS ABOUT THE PLAYERS.

THE STRONGEST TEAM.

(By R.H.H.)

The round table results of the Interport matches give one little chance of assessing the merits of the teams. This is how the matches stand—

|           |               |   |
|-----------|---------------|---|
|           | H.K. Manila.  |   |
| Foursomes | 4             | 2 |
| Singles   | 3             | 1 |
|           | 7             | 3 |
|           | H.K. S'hai.   |   |
| Foursomes | 2             | 1 |
| Singles   | 1             | 2 |
|           | 3             | 6 |
|           | Manila S'hai. |   |
| Foursomes | 3             | 1 |
| Singles   | 3             | 1 |
|           | 3             | 1 |

The Shanghai Players.

There is little doubt, it seems to me, that Shanghai was actually the strongest team of the three. One is greatly helped in this judgment by the fact that Budd and Blinks, the two Shanghai leaders, whether they played well or ill, were clearly the two most finished golfers on the course.

As a matter of fact both of them played a large number of loose shots in the course of their matches, but apart from all that, Budd had a far greater range of shots in his bag than any other player, while Blinks apart from his great length, plays his iron shots with a punch and determination guaranteed to turn the merely average player green with envy. His method of hitting the ball is good to see, and looks absolutely fool-proof. Of course, it actually is not, or he would be irresistible.

Of the other Malcolm and Pilcher were sound all through, golfers who could always be relied on to put up a good show, while Cummings was one of the neatest and most stylish players I have seen on a golf course for a long time. Pettit's style is not a thing of beauty and he was having a good deal of trouble with his short game, which rather disorganized the rest of his play.

A Workmanlike Lot.

I did not find anything very exciting in the Manila methods of stroke production, but there was no doubt of their effectiveness. They never lost sight of the essential fact that the ball was there to be hit, and to be put into the tin in the fewest possible number of shots. Their method of hitting the shots was extremely business-like with no frills at all.

Fielder was the most successful golfer in the team and he shares with Budd the distinction of not losing a match. In partnership with Mason he halved with Budd and Blinks, while in singles he halved his matches with both Budd and Andrews, and Neil and he beat Pondered and Andrews. This in itself is a fine record, which stamps him as a real golfer and a consistent player. There is yet more to be said for him, however, and that is also to some of the other Manila players. Fielder generally carries about five steel-shafted clubs, but he had to leave them out of his bag for these matches, and he often felt the need of one or other of them.

Mason, the reigning Manila champion, is a player who takes a lot of stopping. Blinks could not do it, and went down 3 and 2. Cranston too knew just what he wanted and set about it from the beginning. Neil was just about the most consistent player in all three teams, except for one or two putting lapses. I do not know how he gets his length, he does not look a long player, but the fact remains that only the really long hitters were ahead of him. Ivory never seemed quite to settle down, though he produced flashes of brilliance in most of his rounds. Yates was a very accurate striker of the ball, but he is a short player. His matches a little reminded one of the fable of the hare and the tortoise, but the fact remains that he is the only Manila player with two clear wins to his credit.

One felt compelled to look upon Manila as a team rather than as six separate entities, and as a team they were magnificent. Saturday, of course, was their triumphant day, when they beat Shanghai, and the way they set about the Shanghai players in the fourballs was magnificent. In no match were they ever up, but every match was halved; it was a wonderful finish which will long be remembered.

The Home Team.

The home team have every reason to be pleased with themselves. Although Pondered has not a win to his credit, and one has to admit that his short game was rarely all that it ought to be, his lone game was generally excellent. (Continued on next column.)

INTERPORT FOOTBALL TEAMS.

RETURN HERE ON THE "MADISON."

The Hong Kong Interport soccer and rugby teams returned to the Colony yesterday from Shanghai on the s.s. *President Madison*. There also returned on the same liner the Hong Kong Chinese Interport Football team which has been playing a series of soccer matches at Shanghai against Chinese teams there.

Those returning were:— Messrs. W. E. Holland, W. L. Clark, A. H. McBride, H. M. McTavish, A. T. Hamilton, Rev. P. F. Alexander, Messrs. J. Sim, H. McNiven, C. F. Remedios, A. O. Gosino, P. M. Xavier, L. A. Rocha, T. L. Foster, R. F. Alexander, G. P. S. Davis, I. H. Dale, C. W. Vetter, G. Garrard, G. F. H. Bickard, W. Beveridge, J. H. Raikes, F. E. Traves, G. E. Lammer, L. M. S. Lloyd, A. E. Pritchard, H. A. Grant, and J. B. Kenly.

Messrs. Teo Kwai Shing, Suen Kam Shun, Ng Kam Chuen, Lai Yuk Tat, Lam Yuk Ying, Lee Wa Koon, Lam Mon, Chan Kwong Lu, Y'k Chan Fong, L. Y. Tong, Wong Shu Wa, Mak Kwok Tang, Cheung Kam Chuen, Ng Tok Wing, H. K. Lee, and Ip Kaw Ko.

LOCAL BOXING.

SATURDAY'S TOURNAMENT.

Among those who will be present at the boxing tournament on Saturday night at the Lee Theatre will be H.E. Major-General C. C. Luard, C.B., C.M.G., and Commander Alvaro Morera, of the Portuguese transport *Pera d'Alenquer*. Mr. R. M. Dyer, president of the Hong Kong Boxing Association, is returning to the Colony, from leave, this week, and possibly he will also be there.

Ringside accommodation will be limited to 155 seats, as against 300 formerly provided at the City Hall. Extras should, therefore, take advantage of early booking facilities. and it must be remembered that in two of his completed games he was up against Budd. To take him to the 35th green, as Pondered did in the singles, is something of an achievement. Andrews after the first day played extremely good golf especially in his singles match against Blinks, who did not beat him until the 37th. He was hitting a consistently long ball off the tee, and playing his iron shots through the green with beautiful crispness. His putting on the whole was very accurate.

Erskine and Bloxham were the only Hong Kong pair to play together in both foursomes and they combined splendidly to win both. Bloxham played very consistently until the last day, while Erskine did more brilliant things than any one else on the course.

Dodwell's strongest point is his iron play. He hits the ball a very long distance and beautifully firmly; in parts he was as good a player as any of them, which is saying a good deal of the fifth member of any team. Murray fully justified his place in the team. He shares with Erskine and Bloxham the honour of being the only player to win three matches out of the four played. That alone is sufficient proof of worthiness, if proof were needed. Not only that, but he is one of the steadiest of players, an admirable partner in a foursome and a dangerous opponent in a single, and he hits the ball much further than he appears to do. As a general rule he is extremely safe on the greens; in the match against Yates he admirably lapsed rather badly on the greens, but that has occurred before now to both greater and lesser players than Interport golfers.

ROYAL HONG KONG GOLF CLUB.

JUNIOR SECTION CHAMPIONSHIP.

Qualifying Round, February 26th.

|           |                              |
|-----------|------------------------------|
| 9.00 a.m. | C. E. Charman, A. E. Clarke. |
| 9.04      | E. J. Ellis, J. H. Gelling.  |
| 9.08      | J. McCubbin, E. T. James.    |
| 9.12      | Wm. Sayers, F. E. Booker.    |
| 9.16      | G. McLeod, A. J. W. Dorling. |
| 9.20      | A. Brooksbank, J. Laing.     |
| 9.24      | J. M. McBride, H. Hampton.   |
| 9.28      | W. H. Edmond, A. Goldenberg. |
| 9.32      | J. Stewart, W. McG. Davies.  |
| 9.36      | A. F. Braley, W. Kent.       |
| 9.40      | E. Moore, Wm. McKay.         |
| 9.44      | R. C. Wallace, P. Morrison.  |

Qualifying is by stroke play, over the course at Happy Valley, and competitors have the right of the course before all other players. If any of the above are unable to play, they are asked to communicate with their opponents as early as possible, and with the secretary.

INTERPORT FOOTBALL AT SHANGHAI.

SOCCER VICTORIES OVER VISITING TEAMS.

HONG KONG'S 1-0 DEFEAT DESCRIBED.

The *North-China Daily News* of last Thursday gives the following accounts of the Interport Soccer matches between Shanghai and the visiting teams from Hong Kong and North China. The results were:

Shanghai 7.  
Hong Kong 0.  
East China 4.  
South China 2.  
South China 1.

HONG KONG v. SHANGHAI.

BETTER TEAM WORK TELLS.

Amazing is the only adequate word to describe the events which took place on the Pioneer Field, East ground, on Tuesday last, where the Hong Kong Interport team of association footballers were outmaneuvered and outplayed in all departments, save goal, and where the much discussed Shanghai eleven rose to giddy heights of brilliance to establish a record victory in the history of the *Hong Kong Telegraph* Interport football cup.

Let it be stated at once that the visitors have offered no excuses, but are loud in their praise of the manner in which the Shanghai team adapted themselves to the conditions which prevailed. This was the secret of Shanghai's overwhelming victory.

Chance Of A Classic Struggle.

What a classic struggle the match would have been under happier circumstances, it is hard to divine, from the extent to which the visitors' fabric was rent from top to bottom, but the distinguished football of the Shanghai eleven, individually and collectively, was as plain as the proverbial pikestaff, and knowing the individual abilities possessed by the visiting side one is left in astonished admiration that they should be made merely the hacks of Shanghai's combination of craft and zeal. The avalanche of goals is best set out in the following order:—

FIRST HALF.

|         |             |
|---------|-------------|
| Collaco | 14 minutes. |
| Goldman | 44 "        |

SECOND HALF.

|              |             |
|--------------|-------------|
| Lee Wai Tong | 11 minutes. |
| Collaco      | 21 "        |
| Ge           | 23 "        |
| Favacho      | 26 "        |
| Goldman      | 32 "        |

Thus it will be seen that each of Shanghai's front line contributed to the harvest of goals and it also will be gathered that Hong Kong had greater respite in the first half—even periods of ascendancy, particularly in the first few minutes when McNiven gave Frearson a genuine scare with a full-blooded drive, which Shanghai's goalkeeper pulled down and cleared with a grace and skill that marked his efforts throughout the afternoon. But the few occasions on which Frearson was called upon were mere pinpricks compared with what Clark's inspired goalkeeping prevented Shanghai from achieving. He defied all manner of shots before Collaco fastened upon a cross by Pote-Hunt to essay a left-footed drive which struck the underpart of the crossbar before rebounding into the net.

Speed Of Shanghai's Defenders.

Attack and counter attack followed in rapid fashion after this, but Shanghai's defenders generated speed when it was needed, and if the half-backs faltered—which they seldom did—Palmer and Hathaway were always ready to step in and thwart the well-intentioned schemes of Gosano and McNiven. A long drive by Gash again revealed the qualities of Clark, who became the cynosure of all eyes by his uncanny anticipation of shots from Collaco, Goldman, and Favacho.

The Second Half.

The picture that is to be portrayed of the second half, is one that concerns chiefly a rearguard action played to the end with admirable fortitude by the visitors, and Clark in particular. The early exchanges saw McNiven head inches wide from Teo's cross, and then a bad note was struck, for the first time when the visiting right-winger came under the ban of the referee for offences against Costa and Palmer that were quite uncalled for. The scoring of the home team's third goal by Lee Wai Tong followed a square-pass across the goal-mouth by Favacho, after which McNiven came into accidental collision with Palmer and had to leave the field to receive attention from the R.A.M.C. staff, to a nasty cut just above the eye.

Gosano and Teo both were responsible for fine attempts to reduce the hopeless deficit, and then Favacho put the finishing touches to a desperate struggle in the visitors' goalmouth, although it seemed that the worse should have been penalized for charging Clark just before the ball entered the net. Apart from spasmodic raids by Alexander and Teo, Shanghai never ceased to exert pressure on the visitors' goal and a fitting climax to the afternoon's play of goals came when Goldman snatched a pass from Ge literally to walk through the defence and tap the ball into the net with delightful nonchalance. The final whistle blew with Shanghai still on the warpath of ten weary and mud-dusted players, whose spirit was not broken despite the gruelling they had received.

Shanghai's Form.

Shanghai appeared to play a style of football that is too seldom seen at the present time. The bulk of the team perhaps was in the intermediate line, but the superb display of the rearguard divisions equally was admirable, and of the forwards nothing but praise can be written. All five were excellent as individuals, and as a combination, match winners. With regard to the visitors from Hong Kong, Clark's display in goal never will be forgotten and if Sams forever was in the thick of the fray, it was for this reason that he was more conspicuous than the rest of his colleagues, whose defensive and attacking structure tottered because of the lack of confidence in their own organization. Seagood, P. Wells, referred the match with marked skill and impartiality, being ably assisted on the touch lines by Messrs. Leslie and Leitao. The teams were:—

SHANGHAI:—Marine Frearson, Guardsman Hathaway, W. E. Palmer, J. W. Pote-Hunt, S. Y. Gash (Captain), A. S. Costa, R. Favacho, H. C. Collaco, L. Goldman, Lee Wai Tong and H. B. Ge.  
HONG KONG:—W. Clark, Ng Kam Chuen, Lai Yuk Tat, C. F. Remedios, J. Sims, Lam Yuk Ying, Teo Kwai Shing, P. McNiven, S. Y. Gosano, Suen Kam Shun and Rev. C. P. F. Alexander (Captain).

SOUTH CHINA v. EAST CHINA.

The weather did its utmost to spoil the first match of the Chinese triangular tournament between teams representing East, South and North China, but it did not succeed. East China chose the occasion to display more than average form and fully deserved the commanding lead of three clear goals which Lee Wai Tong contributed before the arrival of the interval. When play was resumed, K. Zung added another goal for the locals who then appeared to rest on their laurels and during the lull period, R. S. Sung and K. Y. Chan scored for the visitors from the south, for whom Wong, at centre-half, and Lia, at full back, were outstanding. Lo, the Shanghai College goalkeeper, played a splendid game for the winners, who also were indebted to Darby Chung and Lee Wai Tong. Mr. Wm. Sung was a capital and painstaking referee.

SOUTH CHINA v. NORTH CHINA.

The rain of yesterday (last Tuesday) morning did not tend to improve the already muddy state of the Pioneer Field, when these two teams met in the second match of the Chinese Triangular Tournament. By their handsome victory, which thoroughly was merited, South China more than rehabilitated themselves in the eyes of their many supporters, who are greatly disappointed over the failure of the side on Monday. The game was too one-sided to afford much interest, but the team work of the winners elicited much admiration and it is no exaggeration to say that at times it surpassed that of Shanghai's display in the Interport game. South China opened the scoring, but after the North had drawn level, the Southers had matters nearly all their own way and before the interval had scored three more goals. The total was increased to nine before the final whistle and it was only in the closing stages that the North had a measure of the play. South China were strong, fast and alert, but for sheer artistry none excelled Teo and Chun on the respective wings. For the North, their goals were a splendid display. Mr. Wm. Sung refereed admirably.

THE INTERPORT RUGGER MATCH.

HONG KONG'S GREAT DEFENCE.

WALES' FINE FORM.

From a footballer's point of view, the weather could not have treated us worse than on the day appointed for the Interport match against Hong Kong.

The driving drizzle on Monday was most uncomfortable to players and spectators alike, and yet a surprisingly large number of the latter assembled to watch the game. Disappointed at the result for the most part they may have been, but it was undoubtedly the better side on the day's play who won. Apart from the tries they got, both thoroughly deserved, no other opportunity or likelihood of a score came their way, but on Shanghai's part there were several opportunities, and one, early on, of a glittering variety, that were frittered away by bad play or poor supporting.

Hong Kong's two scores came in this fashion. In the first, Lammer picked the ball out of Hubbard's hands when that player endeavored to grasp it, and raced three quarters the length of the field for the touch-down. In the second Pritchard on the other wing did almost identically the same thing, snatching the ball from Neil and touching down between the posts. Dale failed with an easy kick.

Visitors' Brilliant Captain.

Wales, the Hong Kong captain and stand-off half, probably was the best player on the field. He was a perfect thorn to the Shanghai forwards. Not content merely to terminate their rushes, he gathered a ball that most others seemed to find unobtainable and gained much ground with long and accurate touch-kicking. His unfailingly accurate kicking was a feature of the match. Buries, at scrum-half, played an almost equally excellent game. Thomson, at full-back, was most impressive and never failed his side. His fielding and kicking could not be bettered, and it would have been distinctly bad luck to Hong Kong if they subsequently had lost the game due to Thomson's enforced retirement from the field with a broken wrist.

Of the three-quarters, Lammer and Lloyd were very prominent. The former's try was a beauty, and of inestimable value and encouragement to his side. Giving Hubbard one of the shocks of his rugger career, he took the ball out of his hands and set off from his own 25 to run the necessary course for a touch-down. He did not endeavour to dodge Dunkley, but with a sure knowledge of his own speed, and the required space to work in, ran round him. Lammer's untiring efforts in defence, when repeatedly he ran across the field to bring off a tackle, also were a great asset to his side. Apart from Hubbard and Dunkley, the Shanghai outsiders were outmaneuvered on the day's play, especially in tactics. As a whole, they were lying much too far back and failed to get up quickly when the Hong Kong three were on the move.

Evenly Matched Forwards.

In a game of this type it is difficult to single out individual forwards where two packs were very evenly matched, and both playing a splendid game. Certainly no blame for defeat can rest with the Shanghai forwards, and the Hong Kong seven—lacking for the greater part of the game the services of the crippled Traves—played very determinedly. Foster was in the thick of everything and Dale's leadership was an inspiration to them. Kealy always was well up and the whole pack used their heads and feet to effective purposes. Shanghai's eight were just as good, but with conditions as they were, should have kept the game more to themselves. Time and ground were wasted by picking up in the loose when "feet" were called for. Shanghai had rather the better of the tight scrums, and should have turned this to advantage by more wheeling and dribbling, instead of heeling to backs who obviously were off their game, but in the loose there was little to choose between the two packs.

The teams lined up as follows:—  
Shanghai:—G. S. Dunkley; L. Goldman, E. C. Hubbard, Y. W. Stanion, G. S. McGill; A. J. W. Evans; W. D. Neil; R. M. Currie, P. A. Watkinson, E. R. Rodgers, C. E. Fleury, W. R. Mearshel, A. J. Kane, D. W. B. Murray, F. F. E. Pawley.

Hong Kong:—Lt. Com. A. E. Thomson; G. P. Lammer, L. M. S. Lloyd, G. F. H. Richard, A. E. Pritchard; G. F. S. Davies, C. E. Dale, W. F. Foster, L. Y. H. Dale, P. H. Traves, R. F. Akhurst, L. B. Kealy, W. Beveridge, Lt. H. A. Grant, S. M. Garrard.

Sergt. Vaughan, of the Welch Regiment, refereed.

United Services Beat Hong Kong.

The United Services scored an unexpected easy victory over the Hong Kong Rugby Interport side at Shanghai on the polo ground by 35 points to eight. The ground was in a very bad condition, being practically a sea of mud soon after the start. The Services, having the

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

[BY HOLLYWOOD.]

An advertisement appears elsewhere in this issue regarding lawn tennis players' entries for the

Hong Kong Cricket Club Annual Tournament, which closes at noon on Saturday, the 4th inst. The response, so far, has not reached the average, but it is expected, as in past years, that plenty of entries will come in on the last day and I have some idea of the hard work that must be put in by the Teams Sub-Committee, and especially the Hon. Secretary, in dealing with the volume of last minute entries. Intending competitors will greatly help matters by sending in their entries well before the last day.

The main attractions of the Tournament are the Open Singles and Open Doubles Championships of the Colony. A fair number of entries has already been received, but fewer than last year. At present several of the leading Chinese players are undecided whether to come in or not. Ng Sze Kwong, the well known and popular champion, is one of them and I hope he will be persuaded upon to join again. In the past years, the participation of the Chinese had been a regular feature and the Tournament at this time will lose much of its interest, if they do not compete.

U.S.R.C. TOURNAMENT.

"AT HOME" CANCELLED.

Owing to the inclement weather, the semi-finals of the United Services Recreation Club Annual Tournament, which should have been played during the past three days, could not be decided and in consequence it will be impossible to complete the Finals of the eight events by Saturday, the 4th inst. The "At Home" has, therefore, been cancelled. An advertisement appears elsewhere in this issue to this effect.

Two finals have, however, been fixed for Saturday and, weather permitting, some pretty play is expected. The first will commence at 3 p.m. for the Ladies' Singles Handicap in which Mrs. Thorp (rec. 2/6) and Miss Luard (scr.) will try conclusions. The other event, which will commence at 3.15 p.m., is the Mixed Doubles Championship in which Dr. and Mrs. Tottenham are opposed by Major Lucas and Mrs. E. Grimble. An excellent match is expected.

All the events are in their concluding stages and below the positions are given. In the Mixed Doubles Handicap the first semi-final is between No. 1 and No. 2 while the second semi-final is between No. 3 and No. 4.

The positions follow:—

Mixed Doubles Open.

Final:—Dr. and Mrs. Tottenham v. Major Lucas and Mrs. E. Grimble.

Men's Open Singles.

Finalist:—Capt. H. L. Graham.

Semi-finalists:—Lieut. Hale v. Major W. B. Stevenson.

Men's Open Doubles.

Final:—Major Lucas and Major Stevenson v. Surg.-Lieut. Comdr. North and Pay-Lieut. Waters.

Ladies' Singles Handicap.

Final:—Mrs. Thorp (rec. 2/6) v. Miss Luard (scr.).

Ladies' Doubles Handicap.

Final:—Mrs. Jeffreys and Miss Wentworth (rec. 4/6).

Semi-Final:—Mrs. Lindsell and Lady Stuart Taylor (owe 15) v. Mrs. Tottenham and Mrs. E. Grimble (owe 40).

Men's Doubles Handicap.

Finalists:—Lieut. Hale and Lieut. Heald (owe 15/5).

Major Lynch and Major Beamish (rec. 5/6) to meet winners of Lieut. Comdr. Brown and Lieut. Comdr. Trust (scr.) v. E. S. C. Brooks and Dr. Newton (scr.).

Mixed Doubles Handicap.

1.—Capt. Tynningham (owe 15) v. Pay-Lieut. Waters and Mrs. Remington (owe 4/8).

2.—Major Lucas and Mrs. Beamish (owe 15).

3.—Major and Mrs. Stevenson (owe 3/6).

4.—Miss Luard and Surg.-Lieut. Comdr. Crosbie (owe 2/6) v. Mr. and Mrs. E. Grimble (owe 30).

Men's Singles Handicap.

1.—Capt. Tynningham (owe 15).

2.—G. C. Grove (scr.) v. Lieut. Comdr. McNair (scr.).

3.—Major J. P. Lynch (rec. 5/6) v. Major W. G. H. Miles (scr.).

4.—Lt. Comdr. de Winton (scr.).

advantage in the pack and immediately behind, where Way and Joseph played a great game together, outplayed the Hong Kongites, save for a short period, in the second half, when the visitors showed something of the form they displayed against Shanghai. Hong Kong, however, were not at full strength, the toll of injuries in the Interport having been heavy. MacIntyre and Nicholl from Shanghai deputized in the scrum and at full back in the places of those unable to turn out.

The Services, having the

(Continued at foot of next column.)

CRICKET.

SOUTH AFRICA'S USEFUL LEAD.

CENTURY BY TAYLOR.

According to reports by *Reuter* and the *British Wireless* service South Africa have gained a very useful advantage in the Johannesburg Test match. England made 235 and by lunch time on Monday South Africa had lost two wickets for 35. Things improved in the afternoon and by the tea interval South Africa had made 302 for 5 wickets, of which Taylor had made 101. This incidentally is the first century made against England in the present series of matches.

The latest *Reuter* cables state:—

JOHANNESBURG, January 31st.

When stumps were drawn South Africa were all out for 328 (Cameron, 64).

In bright weather, before a small attendance and on a fast wicket, England were 55 for 3 wickets at lunch time.

At tea time, England were 193 for 8 wickets.

THE F.A. CUP.

DRAW FOR THE FIFTH ROUND.

(THROUGH REUTER'S AGENCY.)

LONDON, Jan. 30th.

The draw for the 5th round of the competition proper of the Football Association Cup, to be played on February 18th, resulted as follows:—

Bury or Manchester United v. Birmingham.

Sheffield Wednesday v. Sheffield United.

Arsenal v. Aston Villa.

Liverpool v. Spurs.

Manchester City v. Stoke.

Huddersfield v. Middlesbrough.

Exeter or Blackburn v. Port Vale.

Derby or Notts Forest v. Cardiff.

As will be seen from the draw, seven of the eight matches down for the fifth round will be played on Northern grounds, unless Exeter City wins their replay with Blackburn, which is unlikely as Blackburn are a first division club, while Exeter are in the third division.

Two interesting matches will be those between Sheffield Wednesday and Sheffield United, and between the Arsenal (last year's runner-up) and Aston Villa. Both are good cup-fighting teams, but the Arsenal are favourites.

The only other London Club engaged is Tottenham, who are away to Leicester, and will find them a tough proposition. Only the Arsenal are likely to represent London in the sixth round.

Cardiff City, who won the Cup last season, are playing away, against Notts Forest, on League form, Cardiff should win, although their opponents are well placed in the second division.



BOXING

(Hong Kong Boxing Association)

THE BEST

TOURNAMENT

OF THE

SEASON

SATURDAY

4th FEB.

(8.15 P.M.)

AT THE

LEE THEATRE

(PRINCIPAL STREET).

[5836]

United Services:—Kavanagh; Norman, Kellett, Low, Fogarty; Joseph, Whay, Cripps, Agnew, Sewell, Thwaites, Hughes-Hallett, Rhodes, Burke, Morgan.

Hong Kong:—Nicholl; Pritchard, Lloyd, Bichard, Lammer; Davies, Waleis; Foster, Dale, Kealy, Beveridge; Raikes, Grant; Middleton; Smith; MacIntyre.



## "WHIPPET"

1928 Programme

SAME QUALITY, RELIABILITY  
and "Pep" as in 1927  
but Unprecedented

REDUCTION  
in  
PRICE

4 Cylinder Models from H.K.\$1,625  
6 " " " " H.K.\$2,200

GILMAN & CO., LTD. DURO MOTOR CO., LTD.  
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, FEBRUARY 1st, 1928.

# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—For a King's Harem—Machine Tests for Nerves—British Motor Industry—The Treasure of Attila—Round the World Tour.

## MOTOR NOTES.

### A BRITISH SUCCESS IN JAMAICA.

Mr. F. C. Isaacs, riding a 490 cc. O.H.V. Twin Port New-Hudson in the Jamaica Hill Climb on October 15th, obtained first place and also fastest time of the day.

### GOVERNMENT OF INDIA ORDER LARGE FLEET OF GUY SIX-WHEELERS.

Messrs. Guy Motors, Ltd., have just received a repeat order from the India Office for 78 Guy Six-wheeled vehicles, these being of the four-cylinder and six-cylinder types, similar in design to those subsidised by the War Office for commercial use in Great Britain. In addition orders have been received from many important business concerns for over 80 vehicles of 23-cwt. to 7-ton capacity, and 76 to 72 seaters, these contracts amounting to £135,000.

### 104,000 MILES: MORRIS CAR'S FEAT.

The record of a 1923 Morris Cowley, owned by Mr. A. Lingard, of Sydney, Australia, is a fine tribute to the moderately-priced British car. The car has covered 104,000 miles, and is still running well in the service of its owner, who is a traveller for a city firm, and uses the car on business, averaging 80 miles a day, and sometimes carrying very heavy loads in it. During the time he has had this car in use Mr. Lingard has spent £21 in repairs on it, including the cost of a complete overhaul. During recent heavy rains he covered 485 miles over mountain districts, and experienced no trouble, although many higher-powered cars were help up in different places.

### CONCERNING ROYAL CARS.

H.M. King George has expressed his approval of the Daimler Double Six Engine and has instructed the Daimler Company to fit these engines to the two "Hooper" Limousines which His Majesty always uses on State occasions. We learn that the "Hooper" Enclosed Limousine on a 30 h.p. Daimler Chassis for H.M. Queen Mary is nearing completion.

### WORLD'S FASTEST CAR IN AUSTRALIA.

The fastest car in the world—the 1,000 h.p. Sunbeam, on which Major Segrave set up a world's speed record of 203 m.p.h. last March—is now on its way to Australia. It has been placed at the disposal of the organisers of the great British Trade Exhibition at Melbourne, and from February 23rd until April 10th Australians will have an opportunity of seeing this wonderful British car. The Exhibition is devoted entirely to British products, and as only one motor car will be shown it is fitting that it should be the record-breaking Sunbeam.

### THE LONGEVITY OF BRITISH COMMERCIAL VEHICLES.

The series of parades of commercial motor vehicles held in London, and the principal industrial cities during the year, not only serve their primary purpose of encouraging owners and drivers of these vehicles to maintain them in well kept and mechanically efficient condition, but also demonstrate how successfully these heavy types of vehicles by the best British manufacturers stand up to their work.

One of the largest British users of motor transport, Sir Messrs. Lever Bros., and their subsidiary companies, who were successful in winning the Challenge Cup at the Preston Motor Vehicle Parade with two of their Thornycroft vehicles, which were adjudged to be the best pair in their class. Both were Thornycroft vans which had been purchased as reconditioned ex-war-service vehicles in 1920 and had since completed well over 90,000 miles.

Altogether Messrs. Lever Bros. Transport Department have won 10 awards with their Thornycroft vehicles at these parades, including the 100 guineas Dunlop Challenge Trophy they won at the Birmingham Parade in 1925.

It is not surprising that one of the first orders John I. Thornycroft & Co., Ltd., booked at the Olympia Show was on behalf of Lever Bros. Ltd., for 38 of the new type "JJ" 5-ton Thornycroft chassis, which will increase the Lever Bros. transport fleet to well over 200 Thornycroft vehicles of different carrying capacities.

(Continued on next Column.)

## THE TREASURE OF ATTILA.

### SHEPHERD'S SEARCH FOR LOST TOMB.

### LIFE DEVOTED TO FOLLOWING DREAM CLUES.

BUDAPEST, Dec. 14th. Thirty years ago Ferenc Forgacs, a shepherd living in the vicinity of the town of Hajduboszormeny, near the great plain, saw Attila in a dream, and learned from him that his tomb lay under a mound on the farm of Prod, twelve kilometres from the town. Beyond telling the story, Forgacs took no notice of the vision until three years ago, when his wife declared that Attila had appeared to her in a dream and had commanded her to search with prayer and fasting in the mound at Prod, where she would find his golden coffin and the fabulous treasure that had been buried.

After the second dream the shepherd and his wife dedicated their lives to the search. Having sold their sheep and pigs and the small patch of land which they possessed, they moved into a tiny cottage on the outskirts of the town, and daily at dawn this old couple of sixty-seven (who have reared eleven children) proceeded in all weathers to the mound at Prod, where they pursue their excavations, assisted by three dairymen and inspired by old Calvinist psalms which they chant while digging.

To a journalist the wife declared that she is almost nightly visited by "King" Attila in her dreams, and that she has seen the treasure which the tomb contains and been informed what recompense she and her husband will receive. In her dreams she has been warned not to open the tomb when it is discovered, but to travel to Budapest and inform some high official of its whereabouts. On the journalist arguing that Attila had been buried in the bed of a river she replied that she was well aware that he had been buried in the river Tisza, and made a suggestion that fifteen hundred years ago the Tisza had flowed over Prod, and the mound on which they were at work had been an island.

(History records that the body of Attila was encased in three coffins, the first of iron, the second of silver, and the third and outer one of gold. The river was diverted from its course with the tomb was being built, and all those who took part in the burial were slain immediately afterwards so that none should betray the secret of the tomb; but opinions vary as to whether the river was the Danube, the Tisza, or the Béga, which flows between them, although the legend of the fabulous treasure might suggest the Danube, as it is recorded that the Nibelung treasure was brought to the banks of the Danube by the Burgunds).

### BRITISH CARS IN JAPAN.

Although the sale of British cars in Japan has never been exceptionally large, there has been, for many years past, a steady demand for the high-grade British models. Six-cylinder cars with luxurious coachwork have always found favour with the wealthy Japanese, and lately the eight-cylinder models have attracted attention. The Sunbeam Company were one of the earliest firms to develop the eight-cylinder car, and during the past few years have supplied their 30 h.p. and 35 h.p. models in considerable numbers. One of the principal residents of Tokyo is the owner of a 30 h.p. eight-cylinder model, and this car is well known in that city, where its imposing appearance and unusual smoothness of running constantly evokes praise for the high-grade British car.

### A NEW MOTOR TUG FOR THE COCHIN HARBOUR BOARD.

A noteworthy feat has recently been achieved by the completion in ten weeks of a new motor tug which has just been put into service by the Harbour Department of Cochin. She is 40 ft. long by 9 ft. beam and 2 ft. 10 in. draft, and is equipped with the very latest type of motor machinery which has been supplied by the Ailsa Craig Motor Co., Ltd., of Chislewick, London. This machinery consists of a 6-cylinder 24/30 h.p. marine motor engine fitted with electric starting motor and a dynamo for lighting the ship. With this powerful engine and a good turn of speed she is one of the best boats in Cochin.

## "WHIPPET"

4 Cylinder Model "96"

TOURING MODEL—5-Seater  
H.K.\$1,625.

ENGINE 4 Cylinder 15.6 H.P.

LUBRICATION Full pressure feed.

BRAKES Bendix four wheel.

(Ratio of braking area to weight is greater than in any other light car of to-day).

A CAR OF PROVED RELIABILITY  
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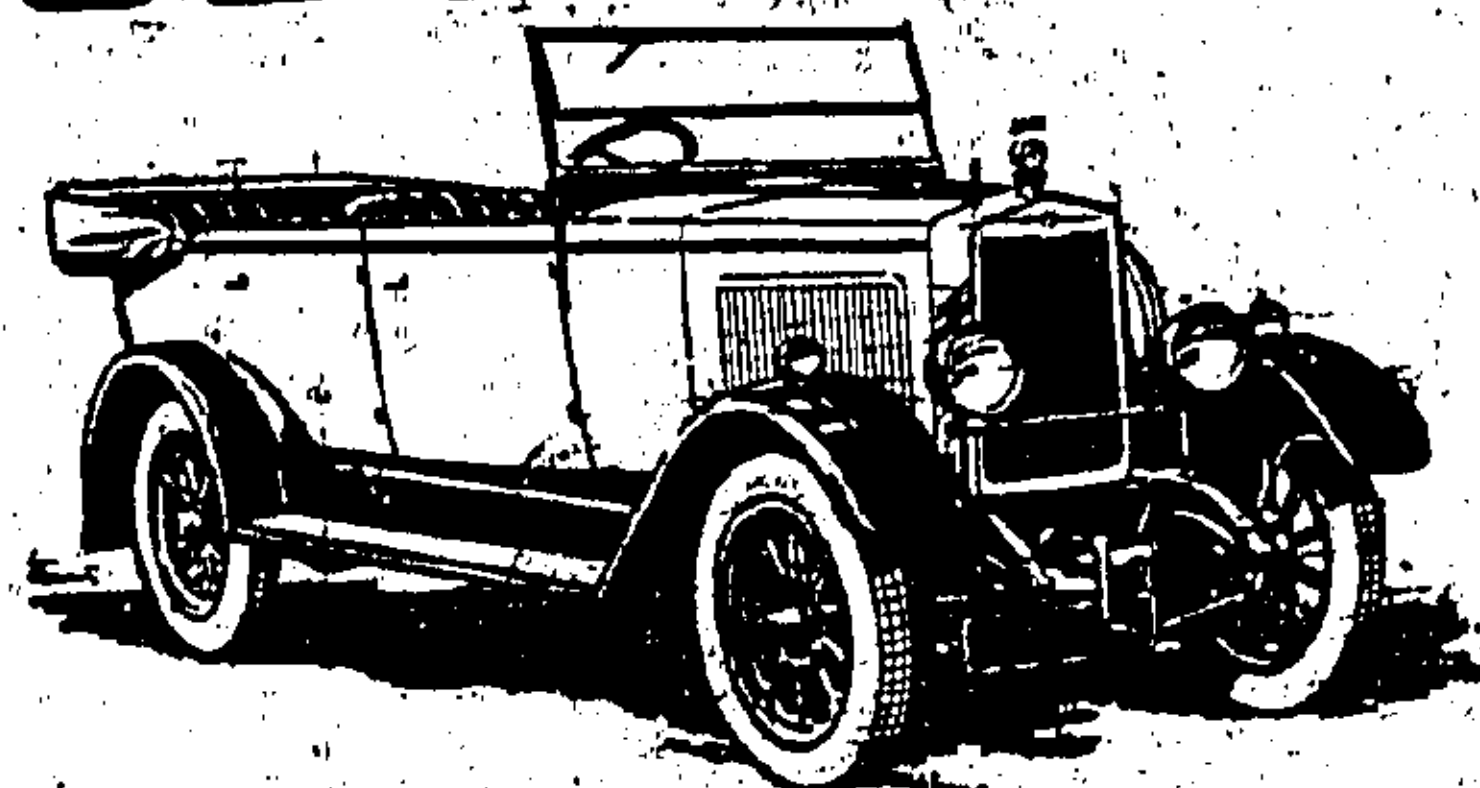
—for Mileage  
it must be DUNLOP  
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Are they on your car?

They should be!

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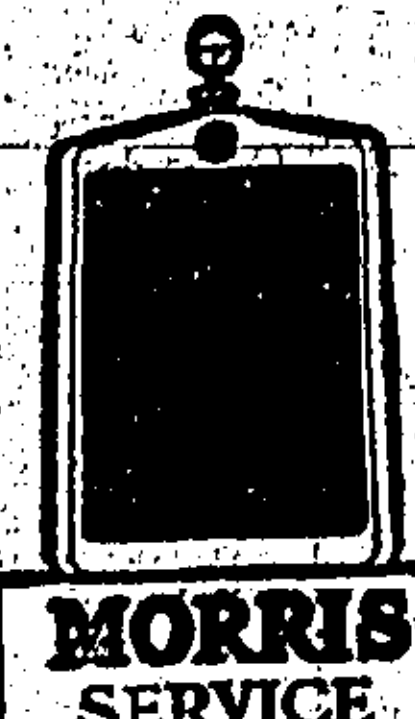
# MORRIS



"The Wheel of the World"

REDUCED IN PRICE AND AGAIN IMPROVED

| Hong Kong Delivered            |          | Price |      | Hong Kong Delivered               |          | Price |      |
|--------------------------------|----------|-------|------|-----------------------------------|----------|-------|------|
|                                |          | WAS   | IS   |                                   |          | WAS   | IS   |
| <b>MORRIS-COWLEY 11.9 H.P.</b> |          |       |      |                                   |          |       |      |
| 48" TRACK—105" WHEELBASE.      |          |       |      |                                   |          |       |      |
| ROADSTER                       | 4 Seater | £190  | £180 | <b>MORRIS-OXFORD 18.9 H.P.</b>    |          |       |      |
| TOURING (4-DOOR)               | 4 Seater | 210   | 200  | 48" TRACK—106½" WHEELBASE.        |          |       |      |
| COUPE (FIXED HOOD)             | 2 Seater | 220   | 210  | ROADSTER                          | 4 Seater | £250  | £240 |
| SALOON (4-DOOR)                | 4 Seater | 235   | 225  | TOURING                           | 4 Seater | 270   | 260  |
| TRAVELLER'S CAR                | —        | —     | 200  | COUPE                             | 2 Seater | 290   | 270  |
| STANDARD VAN                   | —        | —     | 200  | SALOON                            | 4 Seater | 310   | 290  |
| <b>MORRIS-COWLEY 11.9 H.P.</b> |          |       |      |                                   |          |       |      |
| 56" TRACK—105" WHEELBASE.      |          |       |      |                                   |          |       |      |
| ROADSTER                       | 4 Seater | —     | 190  | <b>MORRIS-OXFORD 13.9 H.P.</b>    |          |       |      |
| TOURING (4-DOOR)               | 4 Seater | —     | 205  | 56" TRACK—106½" WHEELBASE.        |          |       |      |
| COUPE (FIXED HOOD)             | 2 Seater | —     | 220  | TOURING                           | 5 Seater | 295   | 275  |
| SALOON (4-DOOR)                | 4 Seater | —     | 235  | SALOON                            | 5 Seater | 335   | 310  |
| <b>MORRIS-OXFORD 11.9 H.P.</b> |          |       |      | <b>MORRIS-OXFORD 15.9 H.P.</b>    |          |       |      |
| 48" TRACK—106½" WHEELBASE.     |          |       |      | 56" TRACK—114" WHEELBASE.         |          |       |      |
| TOURING                        | 4 Seater | —     | 235  | (4-speed gear)                    |          |       |      |
| SALOON                         | 4 Seater | —     | 255  | TOURING                           | 5 Seater | 305   | 285  |
| <b>MORRIS-OXFORD 11.9 H.P.</b> |          |       |      | SALOON                            | 5 Seater | 435   | 400  |
| 48" TRACK—106½" WHEELBASE.     |          |       |      | <b>MORRIS LIGHT SIX 17.7 H.P.</b> |          |       |      |
| TOURING                        | 4 Seater | —     | 235  | 2468 cc.—Approx. 2½ litres.       |          |       |      |
| SALOON                         | 4 Seater | —     | 255  | TOURING                           | 5 Seater | —     | 360  |
|                                |          |       |      | SALOON                            | 5 Seater | —     | 405  |



BEFORE YOU PURCHASE ANY  
CAR INVESTIGATE  
THE DEALERS SERVICE AND  
INSPECT STOCKS OF  
PARTS CARRIED—COMPARE  
MORRIS VALUES  
AND ASK US FOR A  
DEMONSTRATION.

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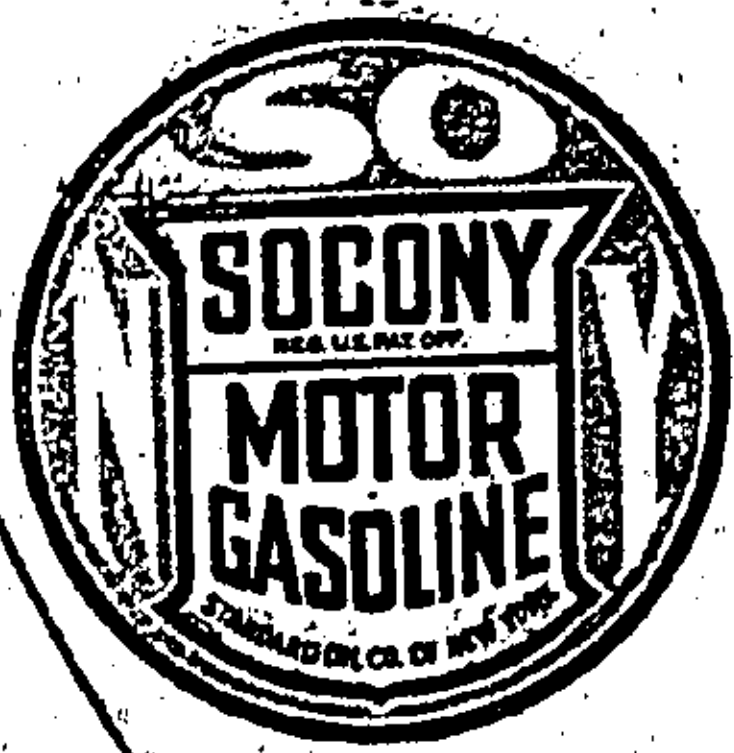
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that brings  
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down to  
the motorist



SOCONY  
Gasoline  
and  
Motor Oil

STANDARD OIL CO. OF NEW YORK, 26 Broadway



## MOTORING NOTES

(CONTD.)

FOR A KING'S  
HAREM.FLEET OF BRITISH CARS.  
IN ALUMINIUM AND WHITE  
FOR MECCA.

A mixed fleet of exceedingly beautiful and speedy Star Cars providing for the accommodation of over a hundred members and attendants of the Arabian Court, and costing over £10,000, was recently in London awaiting shipment to the Holy City of Mecca. Capable of a speed of from 55 to 65 miles per hour, and finished in brilliant aluminium and white, this assemblage of box harem cars, open 24-seater coaches for royal guards and 7-seater touring models offered a spectacular appearance fully in accord with the Eastern tendency towards lavish display. The vast numbers of Moslem pilgrims arriving yearly at the Tomb of Mahomet will thus find the ancient seat of the faith invaded by the latest examples of Western progress in the science of road transportation.

## Open And Closed Coaches.

Four of these cars, seven-seater 20/60 h.p. Star touring models, are for H.M. Ibn-Saud, the King of Arabia, and his personal suite, and a ride in one of these 6-cylinder cars will probably correspond to our O.B.E. as a reward of merit. Two open coaches mounted on Star 6-cylinder low-loader commercial chassis and capable of extremely high speed will accommodate the armed guard of some fifty warriors, and a harem of 24 ladies will find itself in two blindfold, box-bodied vehicles which promise a certain warmth in what is certainly the hottest climate in the world. The ladies will sit upon their crossed feet facing each other along the sides of the interior with pile carpet below, upholstery at back and arm-rests to support their pretty elbows. Six a side. One can imagine their charming rose-wreathed heads nodding in unison amidst a babble of conversation as the vehicle pitches gently on the rough desert surface at speed.

There is certain to be conversation, for the ladies will be entirely unable to look out, and will therefore suffer from a considerable untold curiosity. An electric fan will do its best to give cool comfort, and a 20-gallon tank of water will be on tap. But the aluminium exterior will probably be too hot to touch, and a somewhat overheated harem may possibly result.

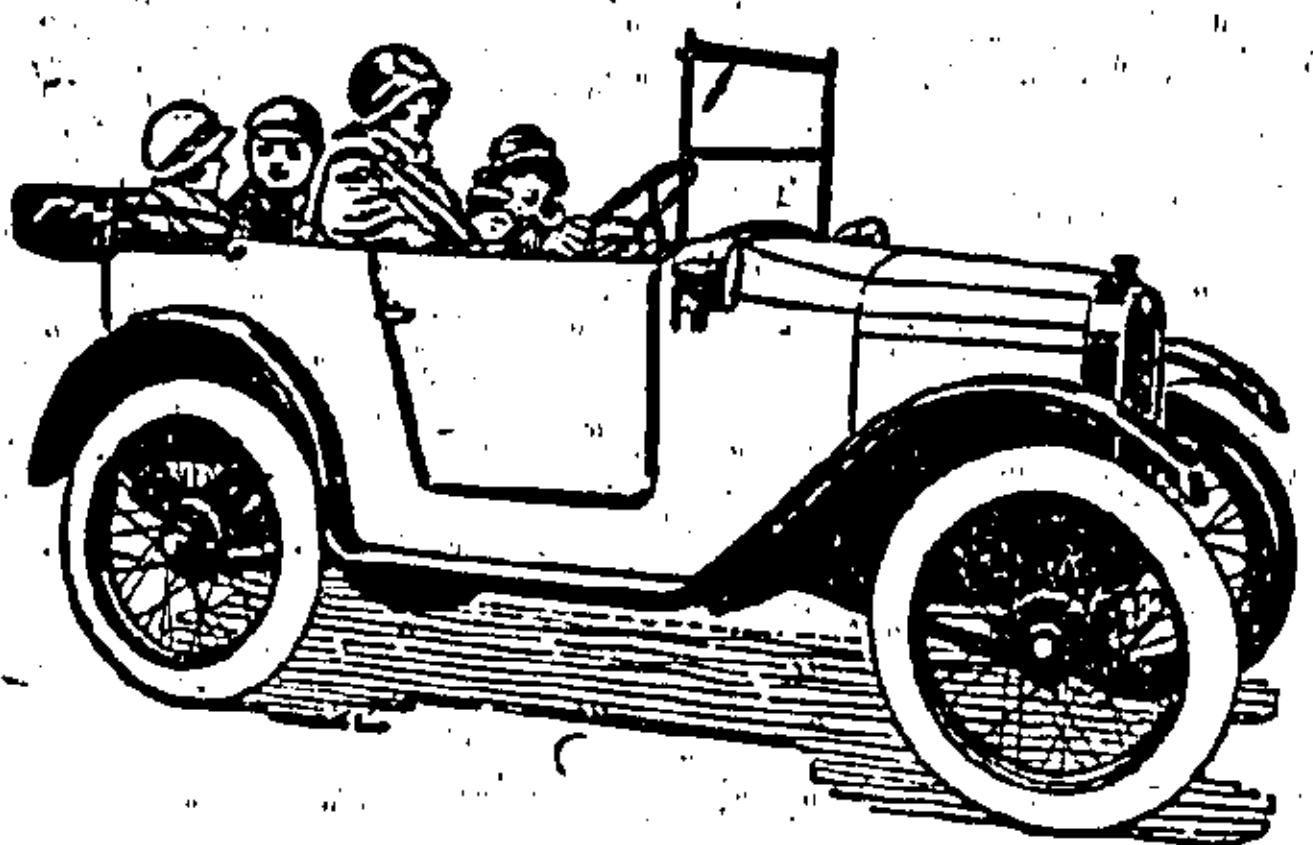
## "Star Flyers."

The appearance of the fleet, whether moving softly between the mosques of the Sacred City or streaking in glancing brilliance across the burning desert, will undoubtedly do much to increase the prestige of the Arabian monarch among the fierce tribes under his rule. The Flying Carpet of the Arabian Nights was a charming dream, but the "Star Flyers" of modern Arabian days are an excellent reality. The material advantage is all with the present.

## How The Order Was Given.

The circumstances of the original order for these cars has in itself an element of romance, for Mr. Stuart D. Marr, of Messrs. Arthur Stuart & Co., of London, a Star Car agent, served in Arabia under Colonel Lawrence, and was honoured by the friendship of His Majesty. When the question of purchase was mooted, the King, who had a leaning towards the Star make on account of the excellent record of an ancient vehicle working in the locality, approached Mr. Marr on the subject, and after a tour of the Arabian emirates around various motor works, a choice of the Wolverhampton product was decided upon.

The actual specification of the models is as follows:—  
Touring Cars.—Four 20/60 h.p. 6-cylinder, o.h.v. 7-seater Star touring cars, standard 1928 models, capable of 60/65 m.p.h. Ordinary accommodation, but fitted with two extra tip-up seats. Polished aluminium panels, buff leather upholstery, single windscreen. Curtains and hood in khaki twill, hood double lined. Twenty-gallon petrol tank at rear and another on dash. Electric lighting, with extra paraffin lamps. Extra large radiator, 34 x 7 straight-side Dunlop tyres as usually used on commercial vehicles, and wire wheels, spare wheel each side. Tool boxes on running boards each side.  
(Continued on next Column.)



THE IDEAL CAR  
FOR HONG KONG IS

The  
**Austin  
Seven**

First Cost—Low. Upkeep—Small.

An Investment,  
Paying Huge Dividends

in Pleasure, Comfort and Convenience.

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[A.P.B.]

MACHINE TESTS FOR  
NERVES.SCHEME FOR ENGAGING  
WORKERS.

VIENNA.  
Sensitive machinery which tests the temperament and nerves of candidates for various occupations has been put in use at Vienna.

The Psychotechnical Institute, where the tests take place under the eye of trained psychologists, has been set up on the recommendation of the industrial commissions of the city. It is designed to save both time and money for employers by weeding out unsuitable applicants for positions.

A man, for instance, who wishes to become a chauffeur may, before learning to drive, discover his fitness for the work in the course of a short examination by Professor Hackl, the founder of the institute. He is seated before a table on which is a map of Vienna, and told to guide his "motor-car"—a miniature chassis—from one point to another, to keep his eyes open for warning signals and for signs representing other traffic. A pen, supplied with red ink, records the slightest movement of the sensitive chassis.

## Presence Of Mind.

The street map begins, to move towards him. All goes smoothly at first, then a sign appears indicating that a tram is issuing from a side street. The course of the red ink line tells the professor and his assistants the steadiness of hand, presence of mind and self-control of the candidate, and in a few minutes they can give him a detailed and reasoned verdict.

A board bearing a number of letters dotted equally about its surface is used in the test for night driving. It is illuminated by a poor light, just strong enough for the candidate to read the letters. A powerful searchlight is suddenly flashed straight in his eyes as he sits before the board; the professor stands by with a stop watch, timing his struggle to overcome the blinding effect of the glare and recognise the letters on the board. If it takes him over fifty seconds to read the first letter—and it often does—the candidate is unfit for night driving.

## For Engineers.

Engineers who are to take charge of large machines, locomotive drivers and electro-technicians, where instant and accurate response to any change in conditions is essential, are tested by another machine. Five coloured lamps face the applicant with a keyboard of five keys, each corresponding to one colour. The lights flash on and out irregularly, and the candidate has to press the corresponding key, his accuracy or otherwise being recorded by numbers which appear on a board as the keys are depressed.

An ordinary puzzle is the test of quickness in arriving at the solution of a mechanical problem. The candidate is given a metal plate with interwoven geometrical figures, and is called upon to release from the tangle a single triangle. This can only be done by making certain methodical movements, and he is timed while discovering and carrying these out. He then has to return the triangle to its original position.

Lucas Hydraulic Jack, extra strong luggage carrier, usual springing with extra leaves and Gabriel Snubbers. Extra strong differential. Hair carpets. Steel flagstaff on off front wing. 11½ ins. ground clearance.

## Some Details.

Open Coaches.—Two twenty-four-seater open charabancs, bodies in polished aluminium, with seats in pairs, mounted on Star Flyer 6-cylinder low-loader chassis capable of 55 m.p.h. Permanent beads. Khaki covered, with airspace and Khaki lining. No side-curtains. Accommodation rail for lockers on running boards. Forty-gallon petrol tank under one running board and twenty-gallon water tank at other side. Two spare wheels and tyres carried at rear. Other details as touring cars.

Harem Cars.—Two Box bodies, 10 ft. by 6 ft. in polished, lined aluminium, with double doors at rear and folding steps, mounted on Star Flyer 6-cylinder low-loader chassis. Interior painted white and upholstered with buff leather, covered squabs to a height of 3 ft. Six upholstered arm-rests to each side, giving accommodation to twelve ladies in all. Pile carpet. Three small ground glass windows on side, over large ventilation louvres so constructed as to prevent vision. Water spout behind driver's cab. Driver's seat with accommodation for three, and high doors. Electric fan and interior lighting. Roof luggage rack. Spare wheels carried under floor. Other details as touring cars and open coaches.

BRITISH MOTOR  
INDUSTRY.1927-8 PROSPECT AND  
RETROSPECT.

The purpose of this short article is to deal rather with symptoms indicative of general tendencies and progress than with the advancement of design in matters of detail. The year 1927 will probably be best remembered from the point of view of motor history, as one in which the British Industry definitely put forth fully organised exertions to capture or recapture the world's markets, as well as to consolidate its already strong position among users of the road in its own home country.

No good purpose would now be served by recapitulating in detail the circumstances which led up to the position as it was at the beginning of 1927. The main influences which had moulded that position were, to state them as briefly as possible, as follows:—

First, the War, with its accompanying restrictions, had caused a total cessation of the export of British motor vehicles for civilian use of any kind, and consequently opened doors everywhere to the British Industry's competitors and enabled them to establish themselves firmly before any sort of competition could again be organised from Great Britain.

Later came the aftermath of the War, during which factories, the energies of which had been diverted into other channels, had to be re-equipped, with the result that output was trifling and overhead charges very high. During this period, the commercial vehicle section of the Industry suffered from an additional and very serious handicap, inasmuch as its new vehicles were in competition in the markets with its war-time products, new or second-hand, which had become surplus Government stock and had been sold in large numbers and often at ridiculously low figures.

## Overseas Markets.

During the past few years, the interest of the British manufacturer in the Overseas markets has steadily increased. Representatives of many of the leading firms have conducted extensive tours, not merely for the purpose of selling vehicles or appointing agents, but also with the object of studying the exact requirements of the countries visited. It was, however, left for 1927 to be the year in which the Industry despatched an official delegation to visit many of the Overseas Dominions in the interests of all its constituents and not merely of individual firms. Much of the goods work done by this delegation was of a type the value of which would be almost entirely dissipated if it were made public. It must therefore suffice to say that very much was learned from a technical point of view, it seems certain that results will ultimately be found to have more than justified the expenditure incurred.

Somewhat closely allied with the tour of this delegation was the opening of a system of propaganda for British motor goods in Empire markets; a costly undertaking but one that was overdue, and that can hardly fail to justify itself, assuming only that the claims made can be substantiated.

Modifications In Design For  
Abroad.

On this last point there can be little doubt. The outputs of British factories have been increased, designs have been modified to suit Overseas requirements, and the most modern and economical methods of manufacture have been adopted. The result is that while many British Industries are still striving, with only moderate success, to sell their products at far higher prices than were charged for similar articles before the War, it is now possible to buy at some thing below pre-war prices in sterling, British cars which far surpass the pre-war models in power, performance, durability, economy and perfection of equipment. Considering the depreciated value of

currency, this is no small achievement, a statement which refers to both sections of the Industry and reflects at least as much credit on the builder of commercial and public service vehicles as on the maker of private cars. The former, fixed with a long period of trade depression, has had even more difficulties in organising increased output and so reducing standing charges. Nevertheless, many of those who visited the Olympia Shows this autumn expressed astonishment at the value for money represented by many of the heavy chassis there exhibited as compared with anything that could be seen in the lighter classes, irrespective of country of origin.

Great good may therefore be expected to result from the holding of the Motor Transport Exhibition of 1927, which made clear to the world the great progress effected by British manufacturers, not only in the design of vehicles for more or less normal use on satisfactory roads, but equally, or perhaps even more, in respect of the production of vehicles eminently capable of operating under the worst possible travelling conditions.

## World Motor Transport Congress.

Yet another event of great significance was the World Motor Transport Congress, held in London last November. This was in no sense designed to serve as propaganda for the products of any one country. Delegates were invited, and in fact attended, from all parts of the world, the unanimity with which the event was supported being in itself the finest evidence imaginable of the fact that the importance of the British Industry is now recognised everywhere. It will be readily appreciated that the possibility of securing representative attendance at any such event is more or less proportionate to the importance of the national industry of the country in which that event is to be held, since those who are brought together seek not only to exchange opinions with one another, but also to learn from examination of the traffic that they see about them, and from the latest products of the home factories. It is, therefore,

matter for no little satisfaction that the Congress in London was attended by representatives of far more countries than had ever come together on the occasion of any one of the three Congresses previously held in the United States. The delegates were, moreover, directly representative of something other than fifty Governments, as a consequence of which it may be confidently anticipated that the deliberations of the Congress will be reflected with in the next few years in national legislation framed in many quarters.

Finally, there are no signs of any slackening of the British Industry's efforts to extend its grip on the world's markets; on the contrary, the degree of success already achieved has been sufficient to encourage many who, a year ago, were doubtful of the wisdom of attempting to develop anything more than a casual trade beyond the boundaries of their own country.

## INSURE

YOUR

MOTOR  
CARS

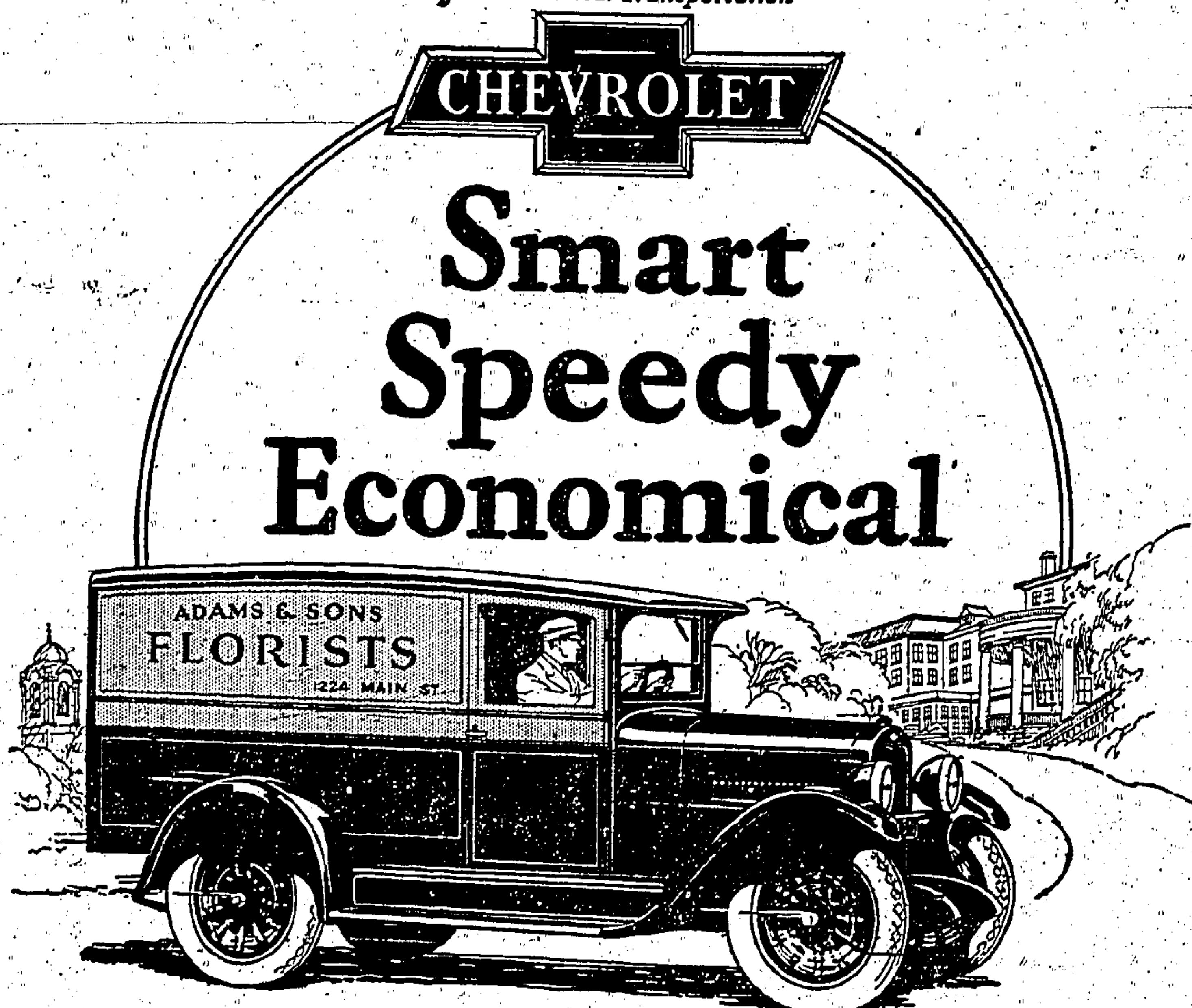
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"OCEAN" COMPREHENSIVE  
POLICY.

[106]

for Economical Transportation



- the ideal delivery unit

Commercial car users in every line of business have found that the Chevrolet 1/2-Ton truck, with paneled body, is the ideal unit for an unusually wide variety of delivery requirements.

Combining fast acceleration, speed and smartness with outstanding economy of operation and maintenance, it is a de-

cided favorite among such users as grocers, florists, dry cleaners, druggists, bakers and laundry companies.

1/2-TON TRUCK  
**\$395**

(chassis only)

1-Ton Truck Chassis \$495

1-Ton Truck Chassis with Cab \$610

All prices f.o.b. Flint, Mich.

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They include the lowest handling and financing charges available.

If your business requires a speedy, dependable and economical delivery truck, come in and see this popular unit.

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The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners. The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—noot berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners. The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The glass-enclosed promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

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| Pres. Taft ..... Tues. Feb. 28th      | Pres. Jackson ..... Wed. Feb. 22nd      |
| Pres. Jefferson ..... Tues. Mar. 13th | Pres. McKinley ..... Wed. Mar. 7th      |
| Pres. Lincoln ..... Tues. Mar. 27th   | Pres. Grant ..... Wed. Mar. 21st        |

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|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Fortnightly sailings on Tuesdays via Manila, Suez, Canal, Alexandria, Naples, Genoa, Marseilles, Bremen and New York. | Pres. Taft ..... Feb. 20th, 8 p.m.     |
| Pres. Van Buren ..... Sun. Feb. 18th                                                                                  | Pres. Hayes ..... Feb. 28th, 6 p.m.    |
| Pres. Hayes ..... Sun. Feb. 26th                                                                                      | Pres. McKinley ..... Feb. 28th, 6 p.m. |
| Pres. Polk ..... Sun. Mar. 11th                                                                                       |                                        |

For Bookings, Passenger and Freight Information Apply to  
Hong Kong and Shanghai Bank Building, Ground Floor  
Telephone Central 2477, 2478 and 795  
Cable Address "Dollar"

## Dollar Steamship Line and American Mail Line



MAIL AND CARGO STEAMERS TO AND FROM  
MARSEILLES, DUNKIRK, U.K., HAMBURG & ROTTERDAM.

| From Marseilles             | For Shanghai and Japan      |
|-----------------------------|-----------------------------|
| G. METZINGER ..... 1st Feb. | G. METZINGER ..... 1st Feb. |
| SPHINX ..... 15th Feb.      | SPHINX ..... 15th Feb.      |
| PORTHOS ..... 29th Feb.     | PORTHOS ..... 29th Feb.     |
| PAUL LEON ..... 14th Mar.   | PAUL LEON ..... 14th Mar.   |

| From Dunkirk, Antwerp, London    | For Marseilles               |
|----------------------------------|------------------------------|
| YANG TSE (Cargo) ..... 31st Jan. | ANGERS ..... 31st Jan.       |
| YALOU (Cargo) ..... 25th Feb.    | D'ARTAGNAN ..... 14th Feb.   |
|                                  | G. METZINGER ..... 29th Feb. |
|                                  | SPHINX ..... 13th Mar.       |
|                                  | PORTHOS ..... 27th Mar.      |

| For Shanghai, Japan and North China | For Rotterdam, Hamburg, Dunkirk      |
|-------------------------------------|--------------------------------------|
| YANG TSE (Cargo) ..... 31st Jan.    | LT-ST LOUBERT ..... 4th Feb.         |
| YALOU (Cargo) ..... 25th Feb.       | BIE (Cargo) ..... 1st week Mar.      |
|                                     | YANG TSE (Cargo) ..... 1st week Mar. |

For full Particulars, apply to—  
Cie des MESSAGERIES MARITIMES,  
Telephones: C. 661 and 740. 3, QUEEN'S BUILDING.

### ON SALE

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL FOR THE SESSION 1926.  
Revised by Members.  
PRICE .....  
HONG KONG DAILY PRESS OFFICE.

### RAISING A RANSOM.

#### HONG KONG MAN'S MISADVENTURES IN SHANGHAI.

The case in which Ho Tin, an ex-seaman, is charged with attempting to obtain \$4,000 from two Chinese women by stating that he was authorised to collect this sum in order to effect the release of three relatives who were arrested as suspected Communists by the Chinese authorities in Shanghai, was again before Major C. Willson, at the Central Magistracy yesterday morning.

One of the complainants (named Chan Kwok Chuen) said that defendant visited her at her home at No. 17, Staunton Street and showed her the same document that he had produced in the other case. He told her that unless a sum of \$3,000 was produced, her husband, Poon Yau King, who was one of the captives, would be shot.

The complainant's suspicions were aroused, and after putting him off she boarded the President McKinley on January 3rd to proceed to Shanghai. There enquiries revealed that defendant held no authority to come down to Hong Kong to collect the money. A telegram was then sent here warning the relatives.

Price Of Release \$2,900. Witness continued that she had a relative named Yu Fook Chi who opened negotiations with the Chinese authorities on the spot, and with funds amounting to \$2,900, secured from Hong Kong ultimately obtained the release of all three captives. The money was handed to Yu Fook Chi, who acted as a go-between.

His Worship: Have you any idea of where this money went to? That I don't know. The money was handed to Yu Fook Chi.

Do you know what he did with it?—No.

Do you know who arrested these men?—I have been informed that it was people in Chinese territory who arrested my husband and his two companions.

Defendant said he informed witnesses and the other relatives here of the fact of the arrests, and did not for a moment suggest that he was to have the custody of the money himself.

His Worship (to witness): So that had it not been for the defendant, your husband would still be a prisoner?—Yes; I had not heard of my husband's detention.

Your husband might have been shot?—I would have gone to Shanghai in any case.

It may be that, had you not arrived in time, your husband might have been shot?—Witness replied that she doubted whether this drastic step would be taken.

Detained For 37 Days. One of the released captives, Hau Sun Fat, is a son of the late Hau Hang, who was up till his death a few years ago, Chief Chinese detective in the Hong Kong Police Force. He said he came to know the defendant when employed as a ship-runner in Shanghai.

On December 18th, with two companions, he was arrested by officials of the Bureau of Public Safety as a suspected Communist, being taken to the No. 5 District Station, and subsequently to the Headquarters of the Bureau, where he was interrogated.

He claimed that there was nothing in the charge, but he was detained for 37 days without being informed of what the Chinese authorities intended to do with him.

On the fourth day after his arrest, the defendant interviewed him in his cell and informed him that there were only five days more before he would be shot. Defendant then suggested that he should call on his relatives in Hong Kong to collect "the few thousand dollars" that were necessary to prevent this drastic step.

Witness said that defendant should do nothing of the kind, as his relatives would only be needlessly alarmed.

A week later, defendant obtained a second interview with him in the prison, when defendant said he and his friends were doing something for him (witness) and that he need not be frightened. Witness said that in any case defendant was not to go down to Hong Kong to get the money.

The case was adjourned until Friday afternoon.

### THE "TAXI DANCER."

#### A SWIFTLY MOVING FILM AT THE STAR.

PRETTY AND CLEVER JOAN CRAWFORD.

[By our film critic.]

The Star is a nice little theatre, clean and comfortable, and we wonder that it is not better patronised by the Kowloon residents. The supposition that one can see the newest pictures at the Queen's by no means always holds true, and even if it were so the newest pictures are not invariably the best.

But "The Taxi Dancer," an Americanism, we suppose, for a professional partner at a dance hall, is quite new as the dresses worn by Joan Crawford testify. These same dresses are as pretty as the actress who wears them.

"The Taxi Dancer," which will be replaced by to-morrow, is a pleasing little story about a wealthy girl who ran away to New York to become a professional dancer. Of course, she meets the usual crooks and villains and we leave her in the arms of the hero, Owen Moore.

But there is a freshness about the production which almost convinces you that the story is new. Owen Moore as the hero is a rather shabby young man, though the promises to reform. Joslyn's (Joan Crawford) "girl friend" does not look as if she were over respectable, but she saves the heroine from each villain in turn; and the villain's themselves are of a new type. One is a handsome young dancer, another a quite fatherly and benevolent looking millionaire. This is all very refreshing at an entertainment where one expects all villains to be black and heroes too good to be true.

Joan Crawford herself is charming. She is not unlike Gloria Swanson, and obviously recognises this as she uses several of Miss Swanson's actions, but she is considerably prettier. As an actress she gives promises of doing very well indeed, and always holds your sympathy and interest.

There is a good Metro Goldwin News Budget and a quick moving knock-about comedy before "The Taxi Dancer," so if you visit the Star to-day you will enjoy yourself.

### SURVEY BY SUBMARINE.

#### VOYAGE FROM HOLLAND TO JAVA.

Before the Royal Geographical Society, on December 12th, Dr. Vening Meinesz read a highly interesting, withal technical, paper on a gravity survey by the submarine KXIII from Holland via Panama to Java in 1926.

After having given a short general survey of the principal features of the new apparatus especially adapted for the observations carried out, the lecturer proceeded to give a record of the voyage and its provisional results; observing that in this connection the soundings made left the general impression that the sea bottom is more irregular than the charts indicate, this being especially the case in the Eastern and Middle of the voyage through the Atlantic and in the Pacific west of Honolulu. Dealing with the investigation of gravity, the lecturer said that large gravity anomalies may be expected in the Eastern part of the Malay Archipelago, where probably the earth's crust is still in an unstable condition.

He gave various impressions formed, and said the fact that various deviations of isostasy have been found makes it still more desirable, than it would otherwise be, to continue the observations on as large a scale as possible.

### VESSLS IN PORT.

The following were the vessels in port yesterday:

British: Teon, Ningchow, Sunland, Kwangchow, Haiching, Kwong Sang, Ching Shing, Telamachus, Phorvus, Haichow, Empress of Canada, Yunnan, Chinghua, Kwangchow, Wai Shing, Kwachow, Cape St. Agnes, Kwang Sang, Apsey, Chuang, Kiukiang, Torginton, Wing Hong, Sumatra, Taitung, American: President Madison, West Nomanston.

Norwegian: Sandeiken, Ekstrand, Helles, Helio, Solviken, Promia, Oria, Daniken, Nermania, Handro, Botnia, Gran, Rollo, Eiger, Kronviken.

Japanese: Taikwa Maru, Daishin Maru No. 3, Menado Maru, Ginyo Maru, Chigoro Maru, Daigen Maru, Yeiyou Maru, Takasago Maru, Takoma Maru, Waiet Maru, Chinese: Tai Lee, Cheong King, Tuen Fong, Wing Shik, Lee, Derwent, On, Chan Lee, Lee, Cheong, Haimun, Han Fong, Soan, Poo, Tye, Lee, Cheong, Gen. H. Hunt, Gen. Li, Knos, Man Sun, Tong Lee.

Dutch: Britangi, Haskov, Jan, Otto, Hong Kong, French: Van Vollenhoven, Tai Poo Sek, Song Bo, Bourbon, Portuguese: Kong On, King On.

### PULVERISED COAL.

#### U.S. SHIPPING BOARD TO INSTAL SYSTEM IN 200 VESSELS.

The United States Shipping Board are so impressed by the results of the experiment with the Mercer, the vessel which recently crossed the Atlantic equipped with a pulverised fuel system, that 200 vessels will be installed with the fuel within the next 18 months.

According to Capt. R. D. Gatewood, head of the U.S. Shipping Board, however, the Mercer installation cost too much. He adds: "A new Mercer installation has been worked out at less than two-thirds, or more nearly one-half, the cost of the present installation. In my opinion the hand labour cannot be eliminated on an existing ship but there is no reason why future ships cannot be so designed that the handling and distribution of the coal will be much simpler than it is at present. It seems to me that a pulverised coal installation can be made on board a ship for about one-sixth the cost of a Diesel engine."

### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 31st.

|                | Previous Day | On Date   | On Date   |
|----------------|--------------|-----------|-----------|
|                | at 2 p.m.    | at 6 a.m. | at 3 p.m. |
| Barometer...   | 30.78        | 30.17     | 30.18     |
| Temperature... | 83           | 83        | 83        |
| Humidity...    | 88           | 83        | 74        |
| Wind...        | N            | N         | N         |
| Direction...   | 2            | 1         | 1         |
| Force...       | 0.24         | 0.0       | 0.04      |
| Weather...     | 0.24         | 0.0       | 0.04      |
| Rain...        | 0.24         | 0.0       | 0.04      |

Highest open-air Temperature, 30th: 83. Lowest open-air Temperature, 31st: 48.

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

### HONG KONG TIDE TABLE.

From February 1st to 7th, 1928.

|         | High Water | Low Water  |
|---------|------------|------------|
| Date    | Time       | Height     |
| Wed. 1  | h. m. 6 38 | h. m. 0 9  |
| Thur. 2 | h. m. 5 43 | h. m. 1 24 |
| Fri. 3  | h. m. 6 32 | h. m. 1 48 |
| Sat. 4  | h. m. 7 20 | h. m. 2 22 |
| Sun. 5  | h. m. 8 9  | h. m. 3 3  |
| Mon. 6  | h. m. 8 57 | h. m. 3 45 |
| Tues. 7 | h. m. 9 45 | h. m. 4 54 |

### "GLEN" LINE, LIMITED.

#### NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE S.S. "GLENSANDA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 8th February, 1928, at Noon, will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on 7th February, 1928, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents. Hong Kong, 1st Feb. 1928. [5835]

### JAVA PACIFIC LIJN.

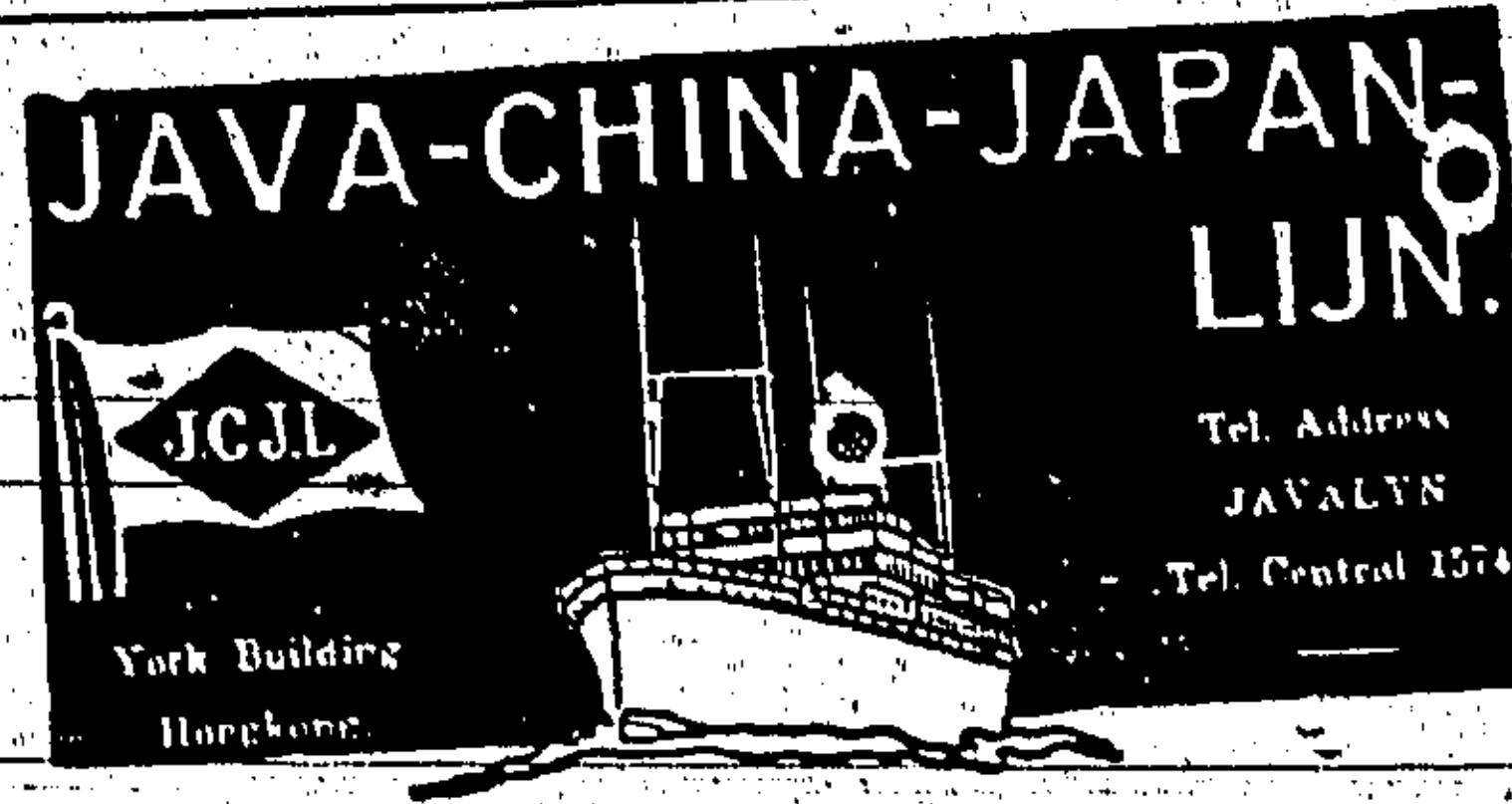
#### NOTICE TO CONSIGNEES

FROM SEATTLE, SAN FRANCISCO AND LOS ANGELES.

THE S.S. "BINTANG" having arrived from the above ports, Consignees of cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 8th February, 1928, will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on 7th February, 1928, at 10 a.m. Claims against the Vessel must be presented in writing within ten days after arrival of the Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underinsured in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA JAPAN LIJN, Agents. Hong Kong, 30th Jan. 1928. [5833]



### REGULAR PORTS SERVICE BETWEEN JAVA, CHINA AND JAPAN

| STEAMER   | FROM           | DEPARTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR                |
|-----------|----------------|----------------------|------------------------|--------------------|
| TIJRODAS  | JAVA, MACASSAR | 1st Feb.             | 3rd Feb.               | Slow AMOT, SAIGON  |
| TIKEMBANG | BATAVIA        | 2nd Feb.             | 4th "                  | AMOT, S'hai-K'lung |
| TIKEMBANG | S'hai-K'lung   | 6th "                | 8th "                  | BATAVIA            |
| TIKEMBANG | N. O. & AMOT   | 13th "               | 15th "                 | NORTH CHINA        |
| TIKEMBANG | JAVA, MACASSAR | 18th "               | 20th "                 | MACASSAR & JAVA    |
| TIKEMBANG | BATAVIA        | 20th "               | 22nd "                 | AMOT & N. CHINA    |
| TIKEMBANG | S'hai-K'lung   | 20th "               | 22nd "                 | AMOT, S'hai-K'lung |
| TIKEMBANG | AMOT           | 20th "               | 22nd "                 | BATAVIA            |
| THIPANAS  | JAVA, MANILA   | 26th "               | 28th "                 | SWATOW & SAIGON    |
| THIPANAS  | JAVA, MACASSAR | 27th "               | 29th "                 | AMOT & N. CHINA    |
| THIPANAS  | N. O. & AMOT   | 27th "               | 29th "                 | BATAVIA            |
| THIPANAS  | BATAVIA        | 1st Mar.             | 4th Mar.               | AMOT & SHANGHAI    |

Wireless Telegraphy. The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the  
JAYA-CHINA-JAPAN LIJN.

10]



### KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA.)

### THE MOTOR VESSEL

#### "VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 2nd February, at Noon.

Offers excellent Saloon accommodation. All lower berths. Doctor carried. English cuisine. Wireless telegraph. 1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

### JAVA-CHINA-JAPAN LIJN.

Telephone 1574. YORK BUILDING, CHATER ROAD. [12]

### NOTICE TO CONSIGNEES.

#### OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "KINGHOW" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 30th January, 1928.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after 15th February, 1928, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents. 30th January, 1928. [5838]

### PRINCE LINE.

#### NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "JAPANESE PRINCE" having arrived from the above Port on 29th inst., Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday 8th February, at 10 a.m. All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th February, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Compaugh Road. Telephone No. 3185. Hong Kong, 29th Jan. 1928. [5827]

### THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamer "BENLEI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Feb. 1928, will be subject to Rent. All Claims against the Steamer must be presented to the Underinsured on or before the 17th Feb. 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents. Hong Kong, 27th Jan. 1928. [5831]







## CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.  
TO VICTORIA AND VANCOUVER

| SAILINGS 1928.     |                   |                |               |                  |                     |  |
|--------------------|-------------------|----------------|---------------|------------------|---------------------|--|
| STRAIGHTS          | H. Kong.<br>Leave | Shal.<br>Leave | Kobe<br>Leave | Y'hamu.<br>Leave | V'coast.<br>Arrive. |  |
| EMPERESS OF CANADA | Feb. 15           | Feb. 18        | Feb. 21       | Feb. 24          | Mar. 4              |  |
| EMPERESS OF RUSSIA | Mar. 7            | Mar. 10        | Mar. 13       | Mar. 16          | Mar. 25             |  |
| EMPERESS OF ASIA   | Mar. 29           | Mar. 31        | Apr. 3        | Apr. 6           | Apr. 15             |  |
| EMPERESS OF CANADA | Apr. 18           | Apr. 21        | Apr. 24       | Apr. 27          | May 8               |  |
| EMPERESS OF RUSSIA | May 9             | May 12         | May 15        | May 18           | May 27              |  |
| EMPERESS OF ASIA   | May 30            | June 2         | June 5        | June 8           | June 17             |  |
| EMPERESS OF CANADA | June 21           | June 24        | June 27       | June 29          | July 8              |  |
| EMPERESS OF RUSSIA | July 11           | July 14        | July 17       | July 20          | July 29             |  |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

SPECIAL FARES TO EUROPE  
£120 £112 £83

All First and Second Class Rooms on the "EMPERESS OF CANADA," "EMPERESS OF ASIA" and "EMPERESS OF RUSSIA" are fitted with Hot and Cold Running Water.

## HONGKONG-MANILA SERVICE

| Leave     | Arrive  | Leave              | Arrive    |
|-----------|---------|--------------------|-----------|
| Hong Kong | Manila  | Manila             | Hong Kong |
| Feb. 24   | Feb. 26 | EMPERESS OF RUSSIA | Mar. 3    |
| Mar. 16   | Mar. 18 | EMPERESS OF ASIA   | Mar. 24   |

CANADIAN PACIFIC EXPRESS  
TRAVELLERS' CHEQUES  
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GAGANPAC."  
Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

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THROUGH BOOKING TO EUROPE AT REDUCED RATES  
£120, £112, £110, £102, £83; via SAN FRANCISCO.  
£140, £132, £130, £122, £104; via JAPAN AND SPITZBERG.

|                                                                                 |                      |
|---------------------------------------------------------------------------------|----------------------|
| SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.                             | Tuesday, 6th Mar.    |
| SIRENIA MARU (Call Los Angeles)                                                 | Tuesday, 20th Mar.   |
| TATSUMI MARU                                                                    | Tuesday, 20th Mar.   |
| LONDON via Singapore, Suez, Marseilles & Ports.                                 | Saturday, 11th Feb.  |
| KAMO MARU                                                                       | Saturday, 25th Feb.  |
| KATOBI MARU                                                                     | Saturday, 25th Feb.  |
| SYDNEY & MELBOURNE via Manila & Ports.                                          | Wednesday, 22nd Feb. |
| MISUMI MARU                                                                     | Wednesday, 21st Mar. |
| TAMBA MARU                                                                      | Wednesday, 21st Mar. |
| BOMBAY via Singapore, Penang & Colombo.                                         | Thursday, 22nd Feb.  |
| SEIYO MARU                                                                      | Monday, 6th Feb.     |
| OSAKA MARU                                                                      | Monday, 6th Feb.     |
| TAMBA MARU                                                                      | Saturday, 11th Feb.  |
| SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama. | Monday, 6th Feb.     |
| GINTO MARU                                                                      | Monday, 6th Feb.     |
| SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.                    | Wednesday, 29th Feb. |
| KAWAOKI MARU                                                                    | Wednesday, 29th Feb. |
| NEW YORK and/or BOSTON via PANAMA.                                              | Thursday, 9th Feb.   |
| TATSUMI MARU                                                                    | Thursday, 9th Feb.   |
| LIVERPOOL via Singapore, Colombo, Port Said & Ports.                            | Thursday, 9th Feb.   |
| DELAGOA MARU (Call Saigon)                                                      | Thursday, 9th Feb.   |
| CALCUTTA via Singapore, Penang & Rangoon.                                       | Saturday, 4th Feb.   |
| TOYOKI MARU                                                                     | Sunday, 12th Feb.    |
| NAGASAKI, KOBE & YOKOHAMA.                                                      | Friday, 17th Feb.    |
| AKI MARU                                                                        | Friday, 17th Feb.    |
| SHANGHAI, KOBE & YOKOHAMA.                                                      | Saturday, 4th Feb.   |
| TOYOKI MARU (Moji direct)                                                       | Monday, 6th Feb.     |
| KASHIMA MARU                                                                    | Monday, 6th Feb.     |
| NAGATO MARU                                                                     | Wednesday, 9th Feb.  |
| AKI MARU (Moji direct)                                                          | Saturday, 11th Feb.  |
| HAKONE MARU                                                                     | Monday, 20th Feb.    |

For further information, apply to—  
NIPPON YUSEN KAISHA.  
Telephone: Central No. 293 (Private exchange to all Depts.).

THE EAST ASIATIC CO., LTD.  
COPENHAGEN.

The M.S. "JAVA"  
will be loading for PORT SAID, MARSEILLES, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS  
On or about 5th March.

| Further           | Expected here | Will leave homeward-bound |
|-------------------|---------------|---------------------------|
| Sailings          | on or about   | on or about               |
| M.S. "Australien" | 14th February | 25th March                |
| M.S. "Asia"       | 25th February | 5th April                 |
| M.S. "Afrika"     | 26th March    | 30th April                |
| M.S. "Malaya"     | 15th April    | 27th May                  |
| M.S. "Danmark"    | 25th May      | 30th June                 |

Optional Bills of Lading issued to United Kingdom Ports.  
For further particulars, please apply to—  
JOHN MANNERS & CO., LTD.  
Agents.

## Shipping News

Daily Statement, Waterfront  
News, etc.YESTERDAY'S FREIGHT  
RETURNS.

LOCAL IMPORTS LOW.

## THROUGH CARGO HEAVY.

With only 11 vessels arriving here during the 24 hours ended at 9 a.m. yesterday, the returns showed a low entry of local imports. Through cargo, however, was heavy, with British steamers contributing a fair percentage of the total.

The Colony's imports amounted to only 8,298 tons, of which, one British steamer contributed 1,613 tons. Those were on the s.s. *Ningchow* from Glasgow and *Suez*, the coast contributor was the *Bintang*, from Amsterdam and San Pedro with 2,400 tons.

Through cargo, which was manifested by eight vessels, totalled 22,801 tons. Two British ships were responsible for 7,430 tons. The two best returns were shown by the British ship *Ningchow* and the Norwegian steamer *Kina*. The former carried 7,288 tons and the latter from Copenhagen and Shanghai carried 5,578 tons.

Arrivals and Departures.  
The arrivals and departures during the period under review were the following:—

|           | Arr. | Dep. |
|-----------|------|------|
| British   | 1    | 8    |
| Japanese  | 2    | 0    |
| Norwegian | 1    | 1    |
| Chinese   | 1    | 2    |
| Dutch     | 1    | 1    |
| French    | 1    | 0    |
| American  | 3    | 1    |
| Total     | 11   | 14   |

## VESSELS EXPECTED.

Australian-Oriental Line.

Changte, Feb. 7th.

Taiping, Mar. 9th.

Bank Line.

City of Dundee, Feb. 12th.

City of Adelaide, Feb. 17th.

City of Durham, March 10th.

City of Dunkirk, Mar. 17th.

City of Bombay, April 4th.

City of Hongkong, April 11th.

City of Cardiff, April 14th.

Ben Line.

Benlinder, Feb. 5th.

Blue Funnel Line.

Philodotea, Feb. 5th.

Zanthippe, Feb. 9th.

Aeneas, Feb. 13th.

Antelope, Feb. 18th.

Achilles, Feb. 29th.

Polyphemus, Feb. 28th.

Bellerophon, Mar. 2nd.

Calchas, March 10th.

Sarpidon, Mar. 8th.

Rhenus, Mar. 18th.

Teiresias, Mar. 18th.

Tyndareus, Mar. 18th.

Menelaus, Mar. 22nd.

Eurylochus, Mar. 27th.

Automedon, April 1st.

Patroclus, April 5th.

Proteus, April 10th.

Phenix, April 11th.

Agapenor, April 15th.

Lamedon, April 24th.

Doddwell &amp; Co.

Equilino, to-morrow.

Rumohr, March 1st.

Tugelo, March 8th.

British India and Apcar Line.

Tanda, Feb. 6th.

Tilawa, Feb. 9th.

Takada, Feb. 10th.

Taima, Feb. 18th.

Tallamba, Feb. 24th.

Tallawa, Feb. 25th.

Canadian Pacific Line.

Empress of Australia, Feb. 10th.

East Asiatic Co., Copenhagen.

Australia, Feb. 14th.

Asia, Feb. 25th.

Africa, Mar. 26th.

Africa, April 15th.

Danmark, May 25th.

Eastern and Australian Lines.

Tanda, Feb. 8th.

St. Albans, Mar. 5th.

Arifura, April 2nd.

Glen Line.

Glenavilla, to-day.

Glenavilla, Feb. 7th.

Glenavilla, Feb. 28th.

Glenavilla, March 5th.

Glenavilla, March 16th.

Hamburg-Amerika Line and

Hugo Stinnes Linie.

Saarland, Feb. 5th.

Havelland, Feb. 20th.

Emil Kirdorf, Feb. 25th.

Havelland, March 7th.

Scheer, Mar. 18th.

Carl Legien, March 23rd.

Java-China-Japan Line.

Tijkenburg, to-morrow.

Tijkenburg, Feb. 8th.

Tijkenburg, Feb. 13th.

Tijkenburg, Feb. 18th.

Tijkenburg, Feb. 20th.

Tijkenburg, Feb. 27th.

Tijkenburg, Feb. 27th.

Tijkenburg, March 1st.

Messageries Maritimes.

General Maitinger, to-day.

Sphinx, Feb. 15th.

Yalou, Feb. 23th.

Portof, Feb. 29th.

Paul Leat, Mar. 14th.

Nippon Yusen Kaisha.

Tatsuno Maru, to-day.

Tatsuno Maru, Feb. 6th.

Tatsuno Maru, Feb. 10th.

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DAILY WATERFRONT NEWS.

EMIGRATION CERTIFICATES.

[BY LONGHORNMAN.]

Notice has been issued by the

Harbour Authorities to shipowners

and masters that emigration certificates

will be issued in future in

duplicate and the fee for same will

be \$3.

Died At Sea.

The s.s. *Mau Sang* on arrival

yesterday from Sandakan reported

the death of a Chinese passenger

from heart failure, on January

29th.

"San Ning" Held Up.

The Hong Kong and Wuchow

steamer *San Ning* was held up for

two days by the Customs Authorities

at Samahui owing to the fact

that her British registry had not

been completed.

The vessel had heretofore been

flying the Chinese flag, and until

recently she was registered as a

British vessel. Holding that her

registration had not been completed,

the Authorities at Samahui re-

fused her a clearance. Captain

Thompson of the *San Ning* then

proceeded to Canton to confer with

the British Consul there, and it

was stated that although the vessel

was allowed to return to Hong

Kong, the matter had not been

finally settled.

Atlantic Deck Passengers.

Although there were 11 vessels

arriving here during the 24 hours

ended at 9 a.m., Atlantic deck

passengers entering into the Colony

numbered only 31.

"President" Liner Arrive And

Leave.

The s.s. *President Madison*

(American Mail Line) arrived in

port yesterday from the North, and

left again last evening for Manila.

She had 120 cabin passengers on

board, of whom 90 were for Hong

Kong. There were 245 steerage

passengers, of whom 143 were dis-

embarking here. The total cargo

was 3,138 tons (weight) or 4,423

tons (measurement). Of this 1,221

tons (weight) or 1,705 tons

(measurement) was for local dis-

charge, and there were also 337 bags

of mail for Hong Kong.

The s.s. *President Cleveland*

(Dollar Line) left on her 13th

voyage for San Francisco and Los

Angeles, via Shanghai, Japan and

Honolulu, yesterday morning at 5

o'clock. She had a capacity list of

both first-class and steerage pas-

sengers when she left port. Of the 145

first-class passengers, and 685 steer-

age passengers on board, 103 and

43, respectively, were from Hong

Kong.

Motor Launch Founders.

Whilst lying at the stern of a

Dutch vessel in the inner roads the

motor-launch *Kwong Seng* sprang

a leak and sank, late on Monday

night, says the *Singapore Free**Press* of last Wednesday. It is not

known exactly how the accident

occurred at present, but fortunately

sufficient warning was given for

the crew to leave her without in-

jury. Efforts were being made

yesterday to refloat the launch.

## BANK LINE LTD.

AGENTS FOR

## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM &amp; CONTINENT

"CITY OF PERIN" ... Havre, London, Rotterdam &amp; Hamburg ... 14th February



